

Appendix A: Inventory Report

Good planning relies on an understanding of the current characteristics of the planning area, the relationships between different types of characteristics, and how those characteristics have been changing and are planned to change over time. Appendix A summarizes existing conditions and trends within the Study Area. The characteristics discussed include natural resources, agriculture, demographics, housing, economic activity, land use patterns, transportation, and community facilities and utilities. Finally, this chapter includes a review of the various state, county, city, village, and town plans already affecting growth, change, and preservation in the Study Area.

A. General Regional Context

Map 1 shows the relationship of Sauk County to its surrounding region. Sauk County is located in south central Wisconsin along the Wisconsin River and Interstate 90/94. Highway 12 runs north-south through the eastern half of the County. The County is located approximately 25 miles northwest of the City of Madison. Surrounding counties include Columbia, Dane, Iowa, Richland, Vernon, and Juneau. Sauk County, and particularly the Study Area is a major recreational and tourism destination for the entire region, stretching southeast to Milwaukee and Chicago, and northwest to Minneapolis. Sauk County also has rich natural and cultural resources that are unique to the region, such as the Baraboo Range.

B. Selection of the Study Area

The Study Area includes 20 communities in eastern Sauk County. Because Highway 12 capacity expansion projects have different impacts on communities located on the highway as opposed to away from the highway, the Study Area is divided into the Detailed Planning Area and the General Planning Area (see Map 1). The Detailed Planning Area includes communities located directly along Highway 12, including the Ho-Chunk Nation; the City of Baraboo; the Villages of Lake Delton (interchange area only), Prairie du Sac, Sauk City, and West Baraboo; and the Towns of Baraboo, Delton, Prairie du Sac, and Sumpter. The General Planning Area includes communities that are not located directly along Highway 12, but will probably experience some secondary or “spin-off” impacts from future Highway 12 capacity expansions. These communities include the Villages of Merrimac, North Freedom, and Rock Springs; and the Towns of Dellona, Excelsior, Fairfield, Freedom, Greenfield, Honey Creek, Merrimac, and Troy.

Map 1: Regional Context



Map 2: Jurisdictional Boundaries



C. Natural Resources¹

Understanding the relationship between the Study Area and its natural features suggests possible locational advantages for particular land uses. It is also essential to understand the location of where development may or may not be appropriate. Maintenance of these natural features is also important for community appearance, natural habitat, recreation, and tourism. Map 3 depicts the Study Area's natural areas, many of which are described in more detail below.

1. Landforms/Topography

The general elevation of the County typically ranges from 775 feet to 1,000 feet, with the highest point (1,600 feet) located in the Baraboo Range. The topography of the Study Area can be divided into three regions: glaciated, unglaciated, and the Baraboo Range.

a) Glaciated

The eastern half of the Study Area was covered by the last glaciation of Wisconsin. In general, the ice lowered the preglacial relief by eroding the hills and filling the valleys, leaving behind a landscape described as gently undulating to hilly, with complex slopes.

b) Unglaciated

The western half of the Study Area lies in the part of southwestern Wisconsin commonly described as the Driftless Area, or unglaciated. This area is a deeply dissected bedrock plateau with narrow ridges and steep sided valleys. The terminal moraine, which separates the areas covered and not covered by the last glacier, has a ridge of roughly 100 feet high and extends generally north-south through eastern Sauk County, east of Lake Delton through West Baraboo to the north end of Devil's Lake and continuing southward to Sauk Prairie.

c) Baraboo Range

The Baraboo Range, which extends for approximately 25 miles east-west across east central Sauk County into western portions of Columbia County, is one of the most significant topographic features in the Study Area. The Federal Government has designated the Baraboo Range as a National Natural Landmark, based on its unique geology. The Range is made up of eroded remnants of ancient quartzite upheavals that have been exposed over time through erosion of sandstone left by ancient seas. The range marks the boundary between generally forested regions to the northeast and the prairie to the southwest. The Baraboo Range attains its greatest relief at Devil's Lake, which was formed by glacial till that plugged both ends of the canoe-shaped valley between the North and South Ranges.

Natural Resources Summary:

- The Study Area offers a diverse set of interconnected natural areas unique for this region.
- The Baraboo Range, which bisects the Study Area, is a one-of-a-kind geologic and natural community recognized locally, regionally, and nationally.
- The terminal moraine from the last glacier has resulted in significant changes in topography when comparing the east and west sides of the Study Area.
- The Wisconsin River, at the east edge of the Study Area, is a major natural, recreational, and cultural resource.
- Waterways, floodplains, and wetlands—along with parks and places like the Baraboo Range—form the foundation for an interconnected environmental corridor system.

¹ Most of the information included in this section is from Sauk County 20/20 Volume IV: County Profile (1998)

2. General Soils Information

Soil suitability is a key factor in determining the best and most cost-effective locations for new development. Problems that limit development on certain soils including slumping, poor drainage, erosion, steep slopes and high water tables. Soil suitability is also a key factor in determining agricultural suitability, discussed later in the Agricultural Resources Inventory. Based on the Soil Survey for Sauk County (1980 - USDA Soil Conservation Service) soils in the Study Area can be grouped into four broad categories:

- La Farge-Nordan-Gale, Eleva-Boone-Plainfield, and Baraboo-Rock Outcrop Group: This group is generally located in the Baraboo Range and in the western portions of the Study Area. These areas are dominated by moderately well-drained to excessively-drained soils that have a loamy or sandy surface layer and a loamy, sandy, or clayey subsoil; underlain by bedrock. These are gently sloping to very steep soils on unglaciated uplands. The potential for residential development is fair; depth to bedrock is a severe limitation for conventional septic systems in most areas.
- McHenry-St. Charles Group: This group is located on the east half of the Study Area, covering most of the Town of Greenfield, and the southern half of the Town of Fairfield. These areas are dominated by well-drained soils that have a loamy surface layer and subsoil; underlain by glacial till. These are gently sloping to steep soils on glaciated upland. The potential for residential development is good, but slope is a moderate to severe limitation for conventional septic systems in some areas.
- Wyocena-Gotham-Plainfield, Dickenson-Gotham-Dakota, and Sparta-Plainfield-Sparta Variant Group: Within the Study Area, there are three large areas of this group, including the Village of Merrimac area, the Village of Prairie du Sac – Village of Sauk City area, and the area between the City of Baraboo and the Interstate, on either side of Highway 12. These areas are dominated by moderately well-drained to excessively-drained soils that have a loamy or sandy surface layer and subsoil; underlain by outwash or sandy glacial till. These are nearly level to steep soils on glaciated uplands. The potential for residential development is good, but ground water pollution from conventional septic systems can be a hazard. Slope and excess wetness are also a moderate to severe limitation for conventional septic systems in some areas.
- Ettrick-Fluvaquents wet-Curran, Briggsville-Mosel-Colwood, and Fluvaquents wet-Fluvaquents Group: These soils are found along the Baraboo River, the Wisconsin River, Honey Creek, and along Highway 12 near the Badger Ammunition Plant. These areas are dominated by well-drained to very poorly-drained soils that have a loamy or sandy surface layer and subsoil; underlain by loamy or sandy deposits. These nearly level to sloping soils occupy glaciated lake basins and flood plains. The potential for residential development is poor; flooding and wetness are severe limitations for conventional septic systems.

3. Drainage Basins

The Study Area is located in the Lower Wisconsin River Basin, which drains approximately 4,940 square miles of south-central and southwestern Wisconsin. Within the Study Area, this Basin is further divided into five watersheds presented on Map 3. The eastern half of the Study Area is divided into two watersheds: the Lower Baraboo River to the north and the Lake Wisconsin to the south. Within the Lower Baraboo River watershed phosphorous and mercury levels within Devil's Lake is a concern.

The western half of the Study Area is divided into three watersheds, the Dell Creek to the north, the Narrows Creek-Baraboo River in the middle, and the Honey Creek to the south. Within these watersheds concerns include siltation, elevated atrazine levels along the Wisconsin River, and municipal discharges into the Baraboo River. The Narrows Creek-Baraboo River and Dell Creek watersheds are considered priority watersheds by the DNR. Nonpoint Source Control Plans have been prepared for both watersheds.

4. Groundwater

Groundwater is found at various depths, depending on the general topography, the distance above the permanent stream level and the character of the underlying rock formation. Most groundwater in Sauk County is obtained from the Cambrian sandstone aquifer. Another important source of groundwater is the surficial sand and gravel deposits along the Wisconsin River and the lower reaches of the Baraboo River. This area is often susceptible to human-induced and some natural pollutants. The Baraboo Range is underlain by quartzite bedrock and the upper aquifers are thin or absent. Drilling wells in these hard rock areas is expensive and yields are generally low, often barely sufficient for domestic purposes.

Groundwater in Sauk County is generally of very good quality and is usable for most purposes. Local differences in the quality are the result of differences in the composition, solubility, and the surface area of particles of soil and rock through which the water moves, and the length of time the water is in contact with these materials.

Wellhead protection zones around municipal wells have been included on Map 4. Wellhead protection is a preventive program designed to protect public water supply wells. The goal of wellhead protection is to prevent contaminants from entering public water supply wells by managing the land that contributes water to the wells.

5. Surface Waters

a) Wisconsin River

The Wisconsin River runs along the northeastern and southern edge of the Study Area. The River was dammed at Sauk Prairie in 1914, creating the 9,000-acre Lake Wisconsin and more recently a significant bald eagle habitat. Lands along the River in the Towns of Prairie du Sac and Troy are included in the Lower Wisconsin State Riverway, which was established to protect and preserve the scenic beauty and natural character of the lower Wisconsin River valley. The Lower Wisconsin State Riverway Board administers aesthetic protection guidelines for the Riverway.

b) Baraboo River

The Baraboo River flows for about 100 miles, through the City of Baraboo to its confluence with the Wisconsin River south of Portage. The Baraboo River was dammed in several locations transforming it into a slow-moving river with several impoundments. In the past few years, however, the DNR has worked with the City of Baraboo and private owners to remove the remaining three dams within the City. The DNR is also working with a private owner to remove another dam further upstream. Most of the River has thus been restored to its free-flowing condition.

The objective of the dam removal projects is to completely remove the dams, restore and enhance aquatic habitat, and restore and enhance riparian habitat and wetlands. Prior to dam removal, there were 10 species found below the dams that were not present in the upstream system. The removal of the dams in Baraboo reconnect the Baraboo River with the complex Wisconsin River fishery.

c) Devils Lake

Devil's Lake lies within the most heavily utilized state park in Wisconsin. The 369-acre lake has a maximum depth of 47 feet. Devil's Lake was formed when the Green Bay glacial lobe blocked the Wisconsin River from its original path through the Baraboo Range, plugging both ends of the gap in the south bluff with glacial drift, resulting in the formation of Devils Lake. Since the lake is groundwater fed, the level of the lake generally fluctuates about 25 feet annually.

d) Mirror Lake

Mirror Lake is a long, narrow 137-acre lake located along Dell Creek. The maximum depth is 19 feet. The shoreline is mostly undeveloped, much of which is within Mirror Lake State Park.

e) **Other Waterways and Lakes**

There are numerous other waterways running through the Study Area, including Copper Creek, Dell Creek, Honey Creek and its East and West Branches, Narrows Creek, Otter Creek, Pine Creek, Rowley Creek, Seeley Creek, and Skillet Creek. Segments within many of these waterways are classified as Class II trout waters. The upper 3.5 miles of Otter Creek were nominated for status as an exceptional resource water. These waterways are the base for interconnected environmental corridor systems. There are also a number of other lakes within the Study Area, including Deacon Thomas Lake, Leech Lake, Leland Millpond, Long Lake, Seeley Lake, Lake Virginia, and Lake Wisconsin.

6. Floodplains

The Federal Emergency Management Agency (FEMA) designates floodplain areas. These general floodplain delineations represent the areas adjacent to navigable waters potentially subject to the 100-year flood event (1% chance of occurring in any year). All areas of the Study Area subject to flooding are not necessarily reflected in mapped floodplains. The State requires County regulation of development in floodplains. Development is strongly discouraged in floodplains, to avoid both on-site and up- and downstream property damage.

As depicted on Map 3, floodplain areas in the Study Area are located along Honey Creek and its branches, Narrows Creek, Seeley Creek, Otter Creek, Dell Creek, Mirror Lake, the Baraboo River, and the Wisconsin River. The FEMA maps should be referenced for official delineation and elevations of floodplain boundaries.

7. Wetlands

Wetland areas are important for aquifer recharge, flood control, groundwater and surface water quality improvement, and wildlife habitat, especially for nesting sandhill cranes and other birds. The Wisconsin DNR has identified and mapped wetlands of two or more acres in the Wisconsin Wetlands Inventory. In the southern part of the Study Area, wetlands are located along the Wisconsin River, Honey Creek and its branches, Manley Creek and Gallus Slough. In the central portion of the Study Area, wetlands occur mainly along Seeley Creek, in lowlands south of Rock Springs, and in some areas along the Baraboo River. In the northern part of the Study Area, wetlands are generally focused along the Wisconsin River, Leech Creek, and Dell Creek.

8. Woodlands

The Study Area has several areas of significant woodland cover. These areas generally coincide with areas of steep slopes, as these areas are difficult to utilize for agriculture or home sites. The most common species found in the woodlands are oak, maple, and basswood. The Baraboo Range harbors the largest block of forest not only in Sauk County, but also of its kind in the Midwest. In addition, it is an exceptional habitat resource for rare plants, birds, and animals.

As of June 2002, there were 670 acres of privately owned woodlands in the Study Area enrolled in the State's Forest Crop Law (FCL) Program. The FCL program was designed to encourage long-term investment in private forestland and promote sound forest management practices. As of June 2002, there were also 11,834 acres of forestland in the Study Area enrolled in the Managed Forest Land (MFL) program, which replaced the FCL program in 1985. About 14 percent of this total acreage is open to the public for hunting, fishing, hiking, sightseeing, and cross-country skiing.

9. Steep Slopes

Steep wooded slopes provide wildlife habitat, enhance scenic beauty, and generally provide a natural barrier to development. As shown on Map 3, steep slopes exceeding 12 percent grade occur quite frequently along the Baraboo Range and in the driftless portions of the Towns of Prairie du Sac, Sumpter, Troy, and Honey Creek. Slopes of between 12 and 20 percent grade present challenges for

building site development. Slopes that exceed a 20 percent grade are generally not recommended as development sites. Disturbing soils and vegetation on steep slopes can result in severe erosion and soil degradation, which can have an impact on nearby water resources, and cause damage to buildings, roads, and utilities.

10. Hilltops and Ridgetops

Hilltop and ridgetop areas are important natural features that are often overlooked in the planning process. Hilltops and ridgetops serve to define the horizon. Large structures constructed on top of them tend to be visually prominent – especially if they don't blend in with the area's character in terms of color, material or style. These features are generally located along the Baraboo Range and in the southwestern portions of the Study Area.

11. Rare Species Occurrences/Wildlife Habitat

The DNR's Natural Heritage Inventory program maintains data on the general location and status of rare, threatened, or endangered plant and animal species. This data is obtained through field inventories. Map 3 shows general areas in the Study Area that were identified in the 1999 Natural Heritage Inventory as containing rare plant or animal species. These areas are generally focused in forests. More specific information on location and type of species is available from the Ferry Bluff Eagle Council and the state's Bureau of Endangered Resources.

Of particular note within the Study Area is the habitat of the Bald Eagle. About 125 eagles typically inhabit the Sauk Prairie Area Eagle wintering ground. Due to the presence of the hydroelectric dam at Prairie du Sac, the water just below the dam never freezes, providing a reliable opportunity for eagles to feed on fish. A critical roosting area is found just across the river in the Town of Roxbury, in the area east of and surrounding Round Top Hill. Critical perching area is located along either side of the river, from the Prairie du Sac dam south. Human intrusion into foraging, roosting and perching areas can result in disruption of normal eagle activities.

The differences in elevation, exposure, and soils of the Baraboo Range create a variety of ecological habitats. At least 28 different natural communities have been identified, harboring 23 federal or state listed threatened or endangered species. About half of the more than 2,200 vascular plants in Wisconsin have been found in this tiny fraction of the State. The Baraboo Range is the largest block of mostly unfragmented deciduous forest remaining in the upper Midwest. This quality makes the Baraboo Range a very important habitat for the preservation of neo-tropical migratory bird populations. Many forest interior-nesting bird species have experienced serious population declines, thought to be primarily due to fragmentation of forest habitat.

Map 3: Sensitive Environmental Features





D. Agricultural Resources

Farming is a key part of the local economy and heritage of the Highway 12 corridor. It is also the way of life for many Study Area residents. The seasonal changes of growing crops, the colors and textures of farm fields, and farm buildings contribute to the rural appeal of much of the Study Area.

1. Assessment of Farmland Viability

The suitability of land for farming is a critical aspect of its long-term viability for farming. The USDA Natural Resources Conservation Services groups soils suitable for agriculture based on the most suitable land for producing food, feed, fiber, forage, and oilseed crops. Land capability classification identifies the relative degree of limitations for agriculture use inherent to the soils, their risk of

damage, and response to treatment. In general, the fewer the limitations, the more suitable the soil is for agriculture, and the lower the costs of overcoming limitations. Group I soils have few limitations that restrict their use for agriculture; Groups II and III soils have moderate limitations that may reduce the choice of crops, require special conservation practices, or both. Groups IV through VIII are similarly rated, in descending order of suitability for agriculture. Map 4 shows soil suitability for the Study Area. The Sauk Prairie is the largest area of land most suitable for agriculture, followed by lands southwest of the City of Baraboo, and also most parts of the Highway 12 route.

Farmland viability is also significantly affected by potentially competing or higher monetary value uses. As depicted on Map 4, the most productive farmland is also in areas where one would expect the greatest non-farm development pressures – near incorporated communities and Highway 12. Pressures to convert farmland to other uses are often greatest in these areas.

2. Character of Farming

Farmers in the Study Area produce a variety of agricultural commodities, including dairy, oats, alfalfa, corn and soybeans. The Study Area also includes tree farms, vegetable and fruit producers, and greenhouses. The diversity of agriculture may be important to the continued viability of agriculture in the Study Area if the number of dairy and other “traditional” farming operations continues to drop.

The total farmland acres on the assessment roll in the Study Area was approximately 140,405 acres in 1997, down from 146,708 acres in 1990, or a loss of roughly 900 acres per year. Overall the entire County lost an average of 2,400 acres per year over the same time period.

The total number of active farms in the Study Area fell dramatically during the 1990’s. According to the Wisconsin Agricultural Statistics Service (WASS), the estimated number of full-time farm operations in the Study Area fell from 789 in 1990 to 682 in 1997, a loss of about 13.6% (WASS defines an active farm as a place that sells at least \$1,000 worth of agricultural products in a given year).

Agricultural Resources Summary:

- Areas directly along Highway 12 and adjacent to cities and villages include some of the most productive agricultural soils and have the greatest development pressures in the County.
- Further off Highway 12, the Sauk Prairie Area at the south end of the Study Area and lands in the Town of Baraboo also include very productive farmland.
- Within the Study Area during the 1990s, the amount of farmland dropped by about 900 acres per year and the number of farm operations dropped by about 14 operations per year.
- Most of the decreases in numbers of farm operations were in dairy farms.
- Farming remains a key part of the Sauk County economy, and farm support businesses and large contiguous tracts of active farmland remain.

According to the Wisconsin Department of Agriculture, the number of dairy farms in the Study Area decreased from 254 active farms in 1989 to 169 in 1997. This decline can be partially attributed to the drop in milk prices during the 1990's, which affected much of rural Wisconsin.

The State Farmland Preservation Program provides income tax credits to property owners who agree to keep their land in agricultural use. As part of this program, the State of Wisconsin provides Sauk County landowners with over \$500,000 of tax relief credits annually. The following table lists the approximate percentage of lands enrolled in the program by town.

Figure 1: Farmland Preservation Tax Credit Participation by Town

Township	% of Total Farmland Acres Claimed for Preservation
Town of Baraboo	21.4%
Town of Dellona	12.0%
Town of Delton	0.0%
Town of Excelsior	11.0%
Town of Fairfield	14.4%
Town of Freedom	5.5%
Town of Greenfield	10.9%
Town of Honey Creek	71.5%
Town of Merrimac	0.0%
Town of Prairie du Sac	91.5%
Town of Sumpter	43.4%
Town of Troy	96.9%

Map 4: Soil Suitability for Agriculture

E. Demographic Trends

Demographic Trends Summary:

- Population in the Study Area grew from 29,921 in 1990 to 35,118 residents in 2000—a 17.4% increase. This growth is comparable to the 17.6% increase for Sauk County as a whole.
- Over one-half of Sauk County’s population lives within the Study Area.
- Based on 2000 Census numbers, communities on the north side of the Baraboo Range have generally grown quicker than on the south side.
- Population in the Study Area is forecasted to grow from 35,118 people today to between 45,043 and 48,586 people in 2025—about a 30 to 35% increase.

1. Population Trends and Forecasts

The Study Area has experienced an increase in population in the 1990s. According to the 2000 Census, the Study Area grew from 29,921 in 1990 to 35,118 residents in 2000, which represents a 17.4% increase. This growth is comparable to the 17.6% increase for Sauk County as a whole.

Figure 2: Population Trends

Community	1970	1980	1990	2000	1990-2000 Population Change	1990-2000 Percent Change
Detailed Planning Area	17,450	19,634	22,209	26,292	4,083	18.4%
City of Baraboo	7,931	8,081	9,203	10,711	1,508	16.4%
Village of Lake Delton ²	1,059	1,158	1,466	1,982	516	35.2%
Village of Prairie du Sac	1,902	2,145	2,546	3,231	685	26.9%
Village of Sauk City	2,385	2,703	3,019	3,109	90	3.0%
Village of West Baraboo	563	846	1,021	1,248	227	22.2%
Town of Baraboo	1,158	1,545	1,503	1,828	325	21.6%
Town of Delton	846	1,426	1,599	2,024	425	26.6%
Town of Prairie du Sac	723	1,010	1,105	1,138	33	3.0%
Town of Sumpter	883	720	747	1,021	274	36.7%
General Planning Area³	6,383	7,555	7,712	8,826	1,114	14.4%
Study Area Total	23,833	27,189	29,921	35,118	5,197	17.4%
Sauk County	39,057	43,469	46,975	55,225	8,250	17.6%
Dane County	290,272	323,545	367,085	426,526	59,441	16.2%
State of Wisconsin	4,417,821	4,705,767	4,891,769	5,363,675	471,906	9.6%

Source: U.S. Census of Population and Housing, 1970, 1980, 1990, and 2000

² Population includes all of the Village of Lake Delton even though only the southern edge of the Village is in the Study Area.

³ Includes populations for the Villages of Merrimac, North Freedom, and Rock Springs, and the Towns of Dellona, Excelsior, Fairfield, Freedom, Greenfield, Honey Creek, Merrimac, and Troy.

To forecast population growth over the next 20 years, it is possible to use a number of methods, each of which yield a different result. It is important to realize that it is very difficult to predict future population growth. The actual future population will depend on market conditions, the pace of economic development and job creation, attitudes toward growth, and development regulations. Figure 3 shows two different assumptions to forecast future population increases. Figure 4 shows these future populations at 5-year intervals to the year 2025.

Figure 3: Population Forecasts

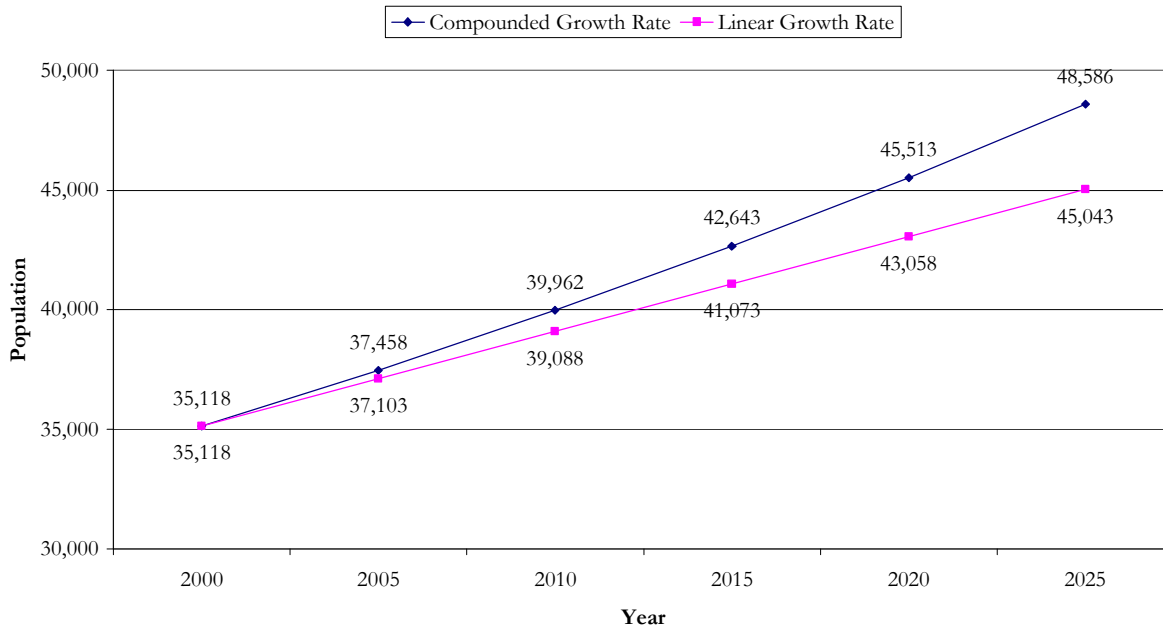
	2000	2005	2010	2015	2020	2025
Linear Growth Rate						
Detailed Planning Area	26,292	27,957	29,622	31,287	32,952	34,617
General Planning Area	8,826	9,146	9,466	9,786	10,106	10,426
Study Area Total	35,118	37,103	39,088	41,073	43,058	45,043
Compounded Growth Rate						
Detailed Planning Area	26,292	28,282	30,423	32,726	35,203	37,867
General Planning Area	8,826	9,176	9,539	9,917	10,310	10,718
Study Area Total	35,118	37,458	39,962	42,643	45,513	48,586

The Linear Growth Rate method forecasts population by assuming the Study Area will add the same number residents over the next 20 years as it has over the last 20 years. Because the communities within the Detailed Planning Area (along Highway 12) are growing at a much faster rate than the communities in the General Planning Area (somewhat removed from Highway 12), population forecasts were separately prepared for the two areas (333 people per year for the Detailed Planning Area, 64 people per year for the General Planning Area). Using this first method, the Study Area's 2025 population forecast would be 45,043.

The Compounded Growth Rate method assumes that the population within the Study Area will increase by the same rate over the next 20 years as it has over the last 20 years. Once again, because the Detailed Planning Area at a faster rate than the General Planning Area, separate forecasts were made for the two areas (1.47% per year for the Detailed Planning Area, 0.78% for the General Planning Area). This second method results in a 2025 population of 48,586 for the Study Area.

These population forecasts were used in the consideration of alternative future scenarios for growth and change within the Study Area and as a basis for development and preservation recommendations in this *Plan*.

Figure 4: Population Forecast Comparison for the Study Area



2. Age, Gender, and Race of Population

Figure 5 compares the age, sex, and race distribution of the Study Area’s population. General trends in age distribution are an important factor when considering the future demand for housing, schools, park and recreational facilities and the provision of social services.

Figure 5: Age, Gender, and Race Statistics, 2000

	Median Age	% under 18	% over 65	% Female	% White	% Native American
Detailed Planning Area	36.9	25.2%	14.8%	51.3%	96.6%	1.1%
City of Baraboo	35.8	24.9%	15.7%	51.8%	97.1%	0.8%
Village of Lake Delton	44.6	16.9%	20.8%	53.5%	95.3%	2.6%
Village of Prairie du Sac	34.7	27.8%	12.5%	51.0%	98.1%	0.2%
Village of Sauk City	38.4	24.2%	19.3%	52.0%	97.0%	0.2%
Village of West Baraboo	34.3	29.2%	11.7%	50.1%	96.1%	1.8%
Town of Baraboo	38.7	27.1%	10.3%	51.0%	97.5%	0.8%
Town of Delton	36.9	27.0%	9.9%	49.1%	93.8%	4.5%
Town of Prairie du Sac	39.1	26.4%	10.2%	48.3%	97.9%	0.0%
Town of Sumpter	34.0	26.7%	13.2%	50.0%	91.5%	0.2%
General Planning Area	38.4	25.3%	11.8%	48.7%	97.4%	1.2%
Study Area	38.1	25.2%	14.0%	50.6%	96.8%	1.1%
Sauk County	37.3	26.0%	14.5%	50.6%	97.4%	0.9%
Dane County	33.2	22.6%	9.3%	50.5%	89.0%	0.3%
State of Wisconsin	36.0	25.5%	13.1%	50.6%	88.9%	0.9%

U.S. Census of Population and Housing, 2000

In 2000, the Town of Merrimac's median age (46.8) was older than the surrounding Towns, Sauk County, and the state, but the Village of Lake Delton had the highest percentage of population over 65 years of age (20.8%) and the lowest percentage of population aged 18 years and under (16.9%). The Village of North Freedom had the highest percentage of population ages 18 years and under (30.7%). Following national trends, the average age has grown older in the past twenty years. In 2000, the median age in Sauk County was 37.3, compared to 34.2 in 1990. With prolonged life expectancy and a trend toward declining birth rates, the median age will likely continue to rise over the next 20 years.

3. Educational Attainment

According to the 2000 Census, about 84% of the Study Area's population, age 25 and older, had attained a high school level education. Approximately 18% of this same population had attained a college level degree (bachelor's degree or higher). Both these figures are comparable to the State (85% for high school level education, 22% for college level degree); however, in comparison, Sauk County's figures are noticeably lower than Dane County's (92% for high school level education, 41% for college level degree).

4. Income Data

According to the 2000 Census, the median household income in communities in the Study Area ranges from \$31,806 in the Town of Sumpter to \$56,667 in the Town of Prairie du Sac, median incomes in most other communities generally focused around \$45,000. In comparison, the State's median income was \$43,791 and Dane County's was \$49,223.

F. Housing Framework

A community’s housing stock is its largest long-term capital asset. As is typical in most communities, residential development encompasses a large amount of land in the city and villages in the Study Area, less in the towns.

1. Household Characteristics

Figure 7, on the following page, compares selected household characteristics in 2000 within the Study Area. In 2000, there were 15,647 housing units in the Study Area, of which 67.1% were single-family dwellings. Two-family and multi-family dwellings are focused in the cities and villages (Sumpter’s low percentage of housing classified as single-family is because of the mobile homes in Bluffview are not classified as single-family). The percentage of owner occupied housing units in the Study Area is 72.0%, comparable to Sauk County’s (73.2%), but slightly higher than the State’s (68.4%). The Study Area’s average household size was 2.51. The average household size has generally been declining over the past two decades, however the rate of decline has moderated.

Housing Summary:

- About two-thirds of all housing in the Study Area is single family.
- Nearly three-quarters of all housing in the Study Area is owner occupied, with the greatest percentages of renter occupied housing in the city and villages.
- Much of the newest housing in the Study Area is focused on its northern end.
- Housing demand in the Study Area is forecasted to grow from 15,647 units today to between 21,615 and 23,315 units in 2025—about a 30 to 40% increase.

2. Housing Condition and Age

The age of the housing stock is sometimes used as a measure of the general condition of the housing supply. Almost half (47.6%) of the Study Area’s housing stock is over 30 year old. A quarter of the housing was built before 1940, and about 20% was built between 1940 and 1970. These older homes are likely candidates for rehabilitation.

3. Projected Housing Demand

Projected future housing unit demand in the Study Area is based on population forecasts shown in Figure 3, and the forecasted average household size over the next 20 years, and the predicted vacancy rate. The rate of decline in the Study Area’s average household size since 1980 is not projected to continue over the next 20 years. Instead, the average household size is predicted to level off to be approximately 2.46 in 2005, 2.42 in 2010, 2.38 in 2015, 2.35 in 2020, and 2.33 in 2025. The current Study Area housing vacancy rate of 10.5% is predicted to remain fairly consistent. Based on this methodology, the following table shows predicted future housing unit demands for the Study Area in 5-year intervals:

Figure 6: Project Housing Unit Demand

Year	Projected Demand
2000	15,647
2005	Between 16,851 and 17,012
2010	Between 18,066 and 18,470
2015	Between 19,271 and 20,007
2020	Between 20,457 and 21,623
2025	Between 21,615 and 23,315

Figure 7: Housing Stock and Household Characteristics, 2000

	Total Housing Units	% Vacant	% Owner Occupied	% Single Family	% Built Before 1960	% Built After 1989	Median Housing Value	Median Gross Rent	Average Household Size	% Single-person household	Median Household Income
Detailed Planning Area	11,726	9.0%	68.1%	60.7%	38.2%	24.6%	\$123,900	\$541	2.47	28.4%	\$41,618
City of Baraboo	4,718	5.3%	63.7%	57.6%	48.9%	20.8%	\$92,800	\$469	2.33	32.1%	\$38,375
Village of Lake Delton	1,373	34.7% ⁴	69.5%	44.9%	18.5%	43.7%	\$98,000	\$565	2.15	30.8%	\$34,951
Village of Prairie du Sac	1,332	3.2%	66.8%	61.8%	35.4%	29.1%	\$138,800	\$616	2.50	25.5%	\$44,472
Village of Sauk City	1,314	2.2%	61.2%	63.4%	42.1%	6.7%	\$112,600	\$475	2.33	32.5%	\$36,378
Village of West Baraboo	490	2.7%	61.8%	63.1%	30.1%	20.2%	\$99,500	\$596	2.59	25.2%	\$41,618
Town of Baraboo	751	8.8%	79.1%	79.9%	29.7%	31.1%	\$156,300	\$480	2.66	21.5%	\$48,419
Town of Delton	862	13.3% ³	85.4%	73.2%	17.9%	36.4%	\$123,900	\$541	2.71	18.1%	\$45,625
Town of Prairie du Sac	428	3.0%	87.2%	93.7%	31.5%	21.6%	\$162,200	\$567	2.74	15.2%	\$56,667
Town of Sumpter	458	12.2%	76.4%	40.2%	51.0%	18.9%	\$131,300	\$488	2.51	26.4%	\$31,806
General Planning Area	3,921	14.8%	84.5%	85.9%	42.3%	23.9%	\$123,500	\$517	2.64	18.8%	\$46,923
Study Area Total	15,647	10.5%	72.0%	67.1%	39.2%	24.4%	\$123,700	\$517	2.51	26.1%	\$45,049
Sauk County	24,297	10.9%	73.3%	70.2%	40%	24%	\$107,500	\$508	2.51	25.2%	\$41,941
Dane County	180,398	30.8%	57.6%	53.6%	31.3%	21.1%	\$146,900	\$641	2.37	29.4%	\$49,223
State of Wisconsin	2,321,144	10.2%	68.4%	66.0%	43.7%	16.8%	\$112,200	\$540	2.50	26.8%	\$43,791

U.S. Census of Population and Housing, 2000

⁴ Communities have a high percentage of seasonal housing, which was vacant at the time the census was taken (March 2000).

G. Economic Activity⁵

Economic Activity:

- The County unemployment rate was 4.4% in 2002. This is low historically and compared to other areas in the state.
- More people commute into Sauk County for work than commute from Sauk County.
- Sauk County’s largest job sectors are services, retail trade, and manufacturing.
- The two largest employers in Sauk County are the Ho-Chunk Nation and Land’s End, Inc.
- Job growth in Sauk County has recently been highest in retail, hotels, and business services.
- Major manufacturing employers in the Study Area focus on food processing, plastics, and printing.
- Most manufacturing employers are generally in one of nine industrial parks. Four of these parks have improved lots available and three have room for expansion.
- Major non-manufacturing employers focus on tourism, health care, and government services.
- The Baraboo/West Baraboo Highway 12 area serves regional shopping needs. Lake Delton and Madison’s west side are other emerging regional shopping districts with Study Area implications.

1. Labor Force and Employment by Sector

An area’s labor force is the portion of the population that is employed or available for work. According to the State’s Department of Workforce Development, there were approximately 36,500 Sauk County residents in the labor force in June 2002 (see Figure 8). The unemployment rate has decreased in the last decade from 4.9 percent in 1994 to the current rate of 3.2 percent. The County’s unemployment rate has remained below the state average, but is greater than the South Central region’s rate, which is drawn down by neighboring Dane County’s very low unemployment rate.

Figure 8: June 2002 Labor Force

	Wisconsin	South Central ⁶	Sauk County
Employed	2,902,700	430,500	36,500
Unemployed	137,700	13,200	1,200
Unemployment rate	4.5%	3.0%	3.2%

Department of Workforce Development 2002

Sauk County’s largest employment sectors include retail trade, services, and manufacturing (see Map 5). Jobs in these sectors have all grown in the last several years in Sauk County.

The government, services, and retail trade sectors grew the most on a percentage basis from 1995 to 2002. The increase in government sector employment can be explained in part by the increase in employment within the Ho-Chunk Nation, whose jobs are classified within the government sector. Although the availability of jobs is highly influenced by seasonal tourism, jobs have actually continued to increase throughout the winter months in recent years. (See Figure 9)

⁵Most of the economic data presented in this section is at the County level, and is not available at the Study Area level.

⁶South Central Wisconsin includes: the counties of Columbia, Dane, Dodge, Jefferson, Marquette, and Sauk.

Figure 9: Sauk County Business Patterns (June 2002)

	Wisconsin			South Central Wisconsin			Sauk County		
	Jobs	% of total	% change 1995 to 2002	Jobs	% of total	% change 1995 to 2002	Jobs	% of total	% change 1995 to 2002
Construction and Mining	129,800	5%	17%	20,000	5%	11%	2,200	6%	3%
Manufacturing	564,100	20%	-7%	67,000	15%	2%	7,300	19%	10%
Transport and Utilities	132,700	5%	9%	15,200	4%	16%	1,070	3%	-12%
Wholesale Trade	138,200	5%	7%	17,300	4%	1%	1,810	5%	3%
Retail Trade	505,700	18%	8%	75,700	17%	11%	8,100	21%	18%
Finance, Insurance, and Real Estate	152,100	5%	10%	27,100	6%	13%	1,160	3%	15%
Services	794,400	28%	24%	115,700	27%	30%	11,100	29%	31%
Government	427,500	15%	12%	95,300	22%	13%	5,400	14%	21%
Total	2,844,500	100%	9%	433,300	100%	14%	38,140	100%	17%

Department of Workforce Development 2002, Bureau of Labor Statistics

Figure 10 provides a more detailed look at narrower industry groups in Sauk County. Restaurants, health care, and education top the list of employment with jobs in retail, hotels, and business services growing the most quickly.

Figure 10: Sauk County's Largest Industry Groups 2000

	Employers	Employment	% change in Employment 1995-2000
1. Eating and drinking places	133	2,415	+9%
2. Health services	64	2,388	+10%
3. Educational services ⁷	N/A	N/A	-
4. Miscellaneous Retail	65	1,736	+38%
5. Hotels and other lodging places	51	1,675	+37%
6. Rubber and misc. plastic products	10	1,414	-24%
7. Wholesale trade-Non-durable goods	38	1,352	+11%
8. Business services	31	1,207	+49%
9. Executive, legislative, and general	31	1,207	-5%
10. Primary metal industries ⁶	N/A	N/A	-

Department of Workforce Development 2002

⁷Because these industries represent three or fewer employers in the county, educational services and primary metal industries data is suppressed by the Department of Workforce Development to maintain confidentiality. Since educational services is ranked third, it can be assumed that this industry includes between 1,736 and 2,388 employees in Sauk County. It can also be assumed that 10-ranked primary metal industries employ less than 1,207 employees.

2. Commuting Patterns

According to the State's Department of Workforce Development, each workday approximately 4,097 residents left Sauk County to work elsewhere in 1990(Updated commuting patterns will not be available before 2003. The Department of Workforce Development anticipates that current patterns of movement are expected to continue). A majority of these commuters (56 percent) worked in Dane County to the southeast. Columbia County is the second most popular workplace destination for Sauk County commuters (16 percent). The number of workers that commute into the County is slightly larger than the number commuting out. Approximately 4,627 workers commute into Sauk County each workday from neighboring counties. This suggests that higher paying full-time employment may be secured in Sauk County as well as the neighboring counties. Columbia and Dane County are the main sources for commuting workers from other areas (both 24 percent respectively).

3. Major Employers

The Ho-Chunk Nation (1,737 jobs) and Lands End Inc. (1,100 jobs) are the largest employers in the County. Grede Foundries, Sysco Corporation, Perry Judd's, Flambeau Corporation, and Cardinal IG Company each employ over 500 people. Combined, the public school districts and the County Government employ over 1,325 people. The major manufacturing employers in the County are catalog and consumer goods, food products, and commercial printing. Major non-manufacturing employers include tourism-related businesses, schools, and government. The locations of the largest employers in Sauk County are depicted on Map 5.

Figure 11: Top Employers in Sauk County

Employer	Product	Employees	Location
Manufacturing			
1. Land's End Inc.	Catalog and mail order house	1,100	Reedsburg
2. Grede Foundries, Inc.	Iron and steel boundaries	870	Reedsburg
3. Sysco Corporation	Groceries and related products	672	Baraboo
4. Perry Judd's Inc.	Commercial printing	550	Baraboo
5. Flambeau Corporation	Plastics manufacturing	500	Baraboo
6. Cardinal IG Company	Glass products manufacturing	450	Spring Green
7. Milwaukee Valve Company-PDS Division	Brass foundry	340	Prairie du Sac
8. Gerber Products Plastics	Baby supplies	340	Reedsburg
9. Cardinal CG	Coated glass	330	Spring Green
10. Seats, Inc.	Seating	308	Reedsburg
	Total	5,460	
Non-manufacturing			
1. Ho-Chunk Nation	Gaming, lodging, and retail	1,737	Town of Delton
2. Sauk County	Government	650	Baraboo
3. Noah's Ark	Hotel, Convention Center, and Resort	550	Lake Delton
4. Baraboo School System	Education	500	Baraboo
5. Sauk Prairie Memorial Hospital & Clinics	Health Care	430	Prairie du Sac/ Sauk City
6. St. Clare Hospital	Health Care	400	Baraboo
7. Sauk Prairie School District	Education	392	Prairie du Sac/ Sauk City
8. Reedsburg Area Medical Center	Health Care	390	Lake Delton
9. Reedsburg School District	Education	389	Reedsburg
10. Kalahari Resort and Convention Center	Hotel, Convention Center and Resort	300	Lake Delton
	Total	5,426	

Sauk County Development Corporation, 2002

4. Areas of Economic Activity

Map 5 depicts the major areas of economic activity in and near the Study Area. Most manufacturing is occurring in one of the nine industrial parks, all managed by the local municipalities, in and near the Study Area. The industrial/business parks near the Study Area are concentrated in Reedsburg, Baraboo, and the Sauk Prairie Area. All industrial/business parks have water, sewer, electric, and gas service in place, and most also offer fiber optics service. There less than 100 acres available within the nine parks, which are all managed by the local municipalities. Only three of the nine parks have room to expand. Three of the parks have access to rail service, while all of the parks are near a major highway or the Interstate. The prices of most industrial sites are negotiable. The parks that list their prices vary from \$3,000 to \$18,000 per acre.

Map 5 also shows areas of major retail and commercial tourism activity in the Study Area. The Baraboo/West Baraboo area along Highway 12 satisfies much of the area’s regional shopping needs, although a second regional shopping area is emerging north of the Study Area in Lake Delton. Community shopping needs are addressed in these areas, plus the Highway 12 corridor in Sauk City, and the historic downtowns of Sauk City, Prairie du Sac, and Baraboo.

The following subsections describe major employers within the three main employment centers within the Study area, plus the Reedsburg area, which is directly west of the Study Area.

a) Prairie du Sac/Sauk City Area

The largest employers in the Prairie du Sac/Sauk City area are focused on machinery, tools, medical services, and education. Milwaukee Valve-PDS Division and Fiskar’s Lawn and Garden Division provide approximately 580 manufacturing jobs between them. Some smaller employers are focused in the agricultural and biotech industries. Sauk Prairie Memorial Hospital and Sauk Prairie School District are the largest service employers. The hospital and smaller medical clinics form a medical services cluster.

Figure 12: Major Employers in Prairie du Sac/Sauk City Area

Major Manufacturing Employers		Major Non-Manufacturing Employers	
Name	Employees	Name	Employees
Milwaukee Valve-PDS Division	340	Sauk Prairie Memorial Hospital	430
Fiskar’s Lawn and Garden Division	240	Sauk Prairie School District	392
McFarlane Manufacturing Co., Inc.	120	Unity Health Plans	150
Fuch’s, Inc.	90	Rural Wisconsin Health Cooperative	95
Mueller Sports Medicine	78	Community Physicians Network	32

Sauk County Development Corporation, 2002

Both Sauk City and Prairie du Sac have Business/Industrial Parks with available lots. Sauk City recently expanded its business park to accommodate additional growth. There is also available acreage adjacent to the Prairie du Sac Industrial Center and the Sauk City Business Park for potential future expansion. Prairie du Sac and Sauk City are currently recruiting light manufacturing, assembly, warehousing, and office-related businesses to locate in their industrial/business parks.

The Village of Prairie du Sac recently created a Tax Increment Finance District (TIF) in the downtown to facilitate redevelopment, which is beginning to occur. The Village of Sauk City is in the process of designing and constructing the Wisconsin Riverfront Trail, which will further enhance its downtown. Sauk City and Prairie du Sac are also working to expand their cluster of medical services.

b) Baraboo/West Baraboo Area

Employment in the Baraboo/West Baraboo area includes a relatively balanced mix of manufacturing and service jobs. The Baraboo/West Baraboo area’s largest manufacturing employers include Baraboo Sysco Foods, Flambeau Plastic Company, and Ho-Chunk Casino and Hotel. Since Baraboo is the County seat, the government sector also constitutes a large portion of this area’s employment base. Non-manufacturing employment is dominated by the Ho-Chunk Casino and Hotel, education, and health services.

Figure 13: Major Employers in Baraboo/West Baraboo Area

Major Manufacturing Employers		Major Non-Manufacturing Employers	
Name	Employees	Name	Employees
Baraboo Sysco Foods	675	Ho-Chunk Casino and Hotel	1,737
Perry’s Judds	620	Baraboo School System	675
Flambeau Plastic Company	500	Sauk County Government	650
Teel Plastics	228	St. Clare Hospital	400
Seneca Foods	158	City of Baraboo Government	150
Foremost Farms, USA	145	MSA, Inc.	117
Industrial Coils, Inc.	70	Alliant Utilities	50

Sauk County Development Corporation, 2002

Baraboo has four industrial/business parks: Deppe-Mandt Industrial Park, Devil’s Lake Industrial Park East, Devil’s Lake Industrial Park West, and Madalon Industrial Park (see Map 5). The City currently has 8 remaining acres available in its industrial parks. None of the parks have adjacent acreage available for future expansion. In 1999, the City completed an Industrial Development Areas Plan that identifies new areas for industrial and business development. The City intends to create new industrial parks within these areas to meet future land demand for industrial and business development.

The Baraboo area has a number of tourist attractions, including the Circus World Museum, Devil’s Lake State Park, the International Crane Foundation, the Ho-Chunk Casino, and the Mid-Continent Railway Museum. These generate both employment and spin-off economic activity.

c) Lake Delton/Wisconsin Dells Area

The Lake Delton/Wisconsin Dells area is dominated by service and hospitality employment related to tourism. Many of these businesses are located to the north of this *Plan's* Study Area. Big Joe Manufacturing Company, which produces hydraulic forklifts and Holiday Wholesale, which distributes institutional supplies, are the largest manufacturing employers. The largest non-manufacturing employers include Ho-Chunk Casino and Hotel, Noah's Ark, and Great Wolf Lodge.

Figure 14: Major Employers in Lake Delton/Wisconsin Dells Area

Major Manufacturing Employers		Major Non-Manufacturing Employers	
Name	Employees	Name	Employees
Scott Construction	200	Ho-Chunk Casino and Hotel	1,737
Big Joe Manufacturing, Co.	200	Noah's Ark	550
Holiday Wholesale	165	Great Wolf Lodge	380
B.K. Holzem Enterprise	140	Christmas Mountain	
		Winter	225
		Summer	350
		Kalahari Resort	300
		Antigua Bay	
		Winter	115
		Summer	350
		Wilderness Resort	260
		Polynesian	250
		TR Nelson	250
		Wisconsin Dells School District	235
		Holiday Inn	200
		Riverview Park & Wonderland	200
		Polynesian Hotel	150
		Dells Boat Company	120
		Pedro's Restaurant	100
		City of Wisconsin Dells Government	100
		Rain Tree Resort	
		Winter	66
		Summer	125

Sauk County Development Corporation, 2002

The Lake Delton Business Park (see Map 5) does not have lots currently available; however, there is adjacent acreage available for potential future expansion. Lake Delton's Business Park hosts C&H Distributing, Econoprint, Carousel Marketing, Inc., the Insurance Center, and the Sunshine Playhouse Childcare Center. The Village offers financing options and incentive packages for new business.

d) Reedsburg Area

Employment in the Reedsburg area is weighted towards manufacturing and distribution jobs. Land’s End, Grede Foundries, and Gerber Products are the largest manufacturing and distribution employers in the Reedsburg area. Clothing and food distribution industries appear particularly strong. Reedsburg Area Medical Center and Reedsburg School System are the largest non-manufacturing employment by a wide margin.

Figure 15:Major Employers in Reedsburg Area

Major Manufacturing Employers		Major Non-Manufacturing Employers	
Name	Employees	Name	Employees
Lands’ End	1,100	Reedsburg Area Medical Center	380
Grede Foundries	900	Reedsburg School System	380
Gerber Products	340	City of Reedsburg Government	70
Seats, Inc.	308		
Pace Industries	195		
Skinner Transfer	165		
Columbia ParCar	100		
Zinga Industries	65		
Reedsburg Hardwoods	65		
Saputo Cheese	65		
Plateco of Nacedah	65		
Foremost Farms, USA	55		
Lakeside Foods	50		
Cellox Corporation	50		

Sauk County Development Corporation, 2002

Reedsburg has two industrial/business parks: the Reedsburg Business Park and Reedsburg Industrial Park. Both parks currently have available lots. There is also additional acreage adjacent to the Industrial Park for future expansion; however, adjacent acreage is not available near the Business Park.

The City of Reedsburg is working to promote the development of affordable housing for entry-level workers to staff area companies. Additionally, there is a childcare center in the Industrial Park to accommodate workers’ needs.

Map 5: Economic Activity

H. Existing Land Use

Existing Land Use:

- The existing land use pattern within the Detailed Planning Area is punctuated by urban development in Sauk City/Prairie du Sac, Baraboo/West Baraboo, and Lake Delton.
- South of the Baraboo Range, agricultural and undeveloped woodlands dominate the landscape outside of the villages. Notable exceptions include the Badger Army Ammunition Plant, the adjacent Bluffview Development, and agricultural-based commercial uses and an airstrip near the intersection of Highways 12 and PF.
- North of the Baraboo Range, there is significantly more development outside of cities and villages, including the Ho-Chunk Casino and Hotel, commercial uses along Highway 12 in the Town of Delton, and scattered rural residential subdivisions.
- The existing land use pattern in the General Planning Area is predominantly agricultural and open lands. Exceptions include the small villages of Merrimac, North Freedom, and Rock Springs, Devil's Head Resort, the rural hamlets of Leland, Denzer, Blackhawk and Witwen, and rural residential development near the Wisconsin River and Lake Wisconsin, Mirror Lake, and Lake Virginia.

An accurate depiction of the Study Area's *existing* land use pattern is the first step in planning for a desired growth land use pattern. The County's consultant conducted an inventory of the Study Area's existing land uses using data from local communities, aerial photography, spot field checks, and consultation with County and local representatives. This was not an inventory of existing zoning, which in some cases is different from the actual use of the land.

1. Existing Land Use Map Categories

Map 6 divides the *existing* land use in the Study Area into the following categories:

a) Rural/Environmental

1. **Agriculture/Open Lands:** Privately-owned lands in agriculture production, vacant lands, or undeveloped lands, which may include farmsteads and single family residences at or below a density of 1 home per 35 acres.
2. **Parks and Protected Open Space:** Privately- or publicly-owned lands designated as parks, scenic areas, conservation areas, or water access areas. Lands protected by conservation or scenic easements are not included in this use category.
3. **Surface Water:** Lakes, rivers and perennial streams.
4. **DNR Wetlands:** Wetlands identified through the Wisconsin DNR "Wisconsin Wetland Inventory."
5. **Woodlands:** Forest or woodlands of 40 contiguous acres or more in size, including single family residences at or below a density of 1 home per 35 acres.

b) Residential

1. **Rural Single Family Residential:** Single-family residential development not served by a public sanitary sewer system at densities typically between 1 house per acre and 1 house per 35 acres.
2. **Suburban Single Family Residential:** Single-family residential development served by a public sanitary sewer system at densities typically up to 6 dwelling units per acre.
3. **Mixed Residential:** A variety of residential development including two-family units, multi-family units, and mobile home parks typically served by a public sanitary sewer system or a group private waste disposal system.

c) Non-Residential

1. **Recreation Commercial:** Indoor and outdoor tourist-oriented uses including resorts, casinos, race tracks, private golf courses, private campgrounds, ski hills, seasonal restaurants, and recreationally-oriented, retail and service uses.
2. **Retail and Commercial Services:** Indoor and outdoor retail uses, commercial service uses, and some ancillary office uses.
3. **Central Business District:** A historic pattern of pedestrian-orientated indoor commercial, office, institutional, residential and urban open space uses with streetscaping and low-key signage, generally within a downtown.
4. **Office:** Office and office-support land uses in areas not predominately in retail and commercial service uses.
5. **Institutional:** Large-scale public and quasi-public buildings and uses, including hospitals, churches, schools, airports, landfills, jails and detention facilities, power plants, hydroelectric facilities, cemeteries, municipal buildings, and special-care facilities. Smaller scale institutional uses may be included in other land use categories. All lands within the Badger Army Ammunition Plant are included in this existing land use designation.
6. **Industrial:** Indoor manufacturing, assembly, distribution, warehousing, office, and storage uses with outdoor storage in some cases.
7. **Landfill/Extraction:** Landfills, quarries, gravel pits, non-metallic mineral extraction and related land uses including processing of extracted materials.

2. Existing Land Use Pattern

The Study Area's existing land use pattern is primarily dictated by natural features, including the Baraboo Range and the Wisconsin River, and the region's major transportation corridors, especially Highway 12 and Interstate 90/94. (see Map 6)

The areas along Highway 12, mostly in and around Prairie du Sac/Sauk City, Baraboo/West Baraboo, and Lake Delton contain the most intensive land uses in the Study Area. Most of the commercial and industrial uses within the Study Area are included within these communities. Two notable exceptions include the development around the Badger Army Ammunition Plant/Bluffview area and the Ho-Chunk Casino area. Development within the Villages of Prairie du Sac and Sauk City is generally a mix of residential, retail/service, and industrial uses. Within the City of Baraboo and the Village of West Baraboo, this balanced mix of land uses also exists, but recreation-based uses and large-scale commercial uses punctuate the landscape. Near the Ho-Chunk Casino and especially within the Village of Lake Delton, the development is dominated by recreation-based commercial and retail/service uses.

Except for the Bluffview Development and residential development within the Town of Baraboo Sanitary District, *Suburban Single Family* and *Mixed Residential* land uses served by public water and sewer and primarily located within the city and villages. Smaller clusters of *Rural Residential* development are also located in the unincorporated hamlets and in rural subdivisions within several of the Towns. The largest areas of *Rural Residential* development are located within the Town of Merrimac along the Wisconsin River, in the Town of Excelsior near Lake Virginia, and in the Town of Delton west of Highway 12, and in the Town of Dellona near the Dell Creek State Wildlife Area.

The landscape of the rest of the Study Area is generally characterized by agricultural uses and undeveloped woodlands, with the woodlands within Baraboo Range dominating the central portion of the Study Area. Exceptions include the small villages of Merrimac, North Freedom, and Rock Springs, and Devil's Head Resort.

Map 6: Existing Land Use



I. Transportation Facilities

Access is a key determinant of growth because it facilitates the flow of goods and people. The Study Area is well connected in the region through the existing roadway network, most notably Highway 12 and the Interstate. This access could improve further with planned and potential future expansions and bypasses for Highway 12. Other transportation facilities, such as freight and passenger rail, airport service, and bike and recreational trails are located in or easily available to the Study Area.

Map 7 shows the major transportation facilities serving the Study Area. For major roads, it includes year 2000 average daily traffic volumes, and percentage increases over the past 20 years.

1. Roadways

a) Interstate 90/94

Interstate 90/94 serves as a regional controlled-access facility within Wisconsin, connecting Minneapolis and La Crosse with Milwaukee and Chicago. The Corridors 2020 Plan designated the Interstates as a Backbone route, connecting major population and economic centers. Selection of backbone routes was based on seven criteria, including multi-lane capacity needs, truck volume, and service to trade centers, manufacturing centers, recreation centers, etc. Traffic volumes on the Interstate between Highway 12 and Highway 23 have increased 125% over the last 20 years. In 2000, this segment of the Interstate handled approximately 50,000 vehicle trips per day.

Although, there are currently no legislatively approved WisDOT Majors projects along Interstate 90/94 near the Study Area, the Wisconsin State Highway Plan 2020 does identify the potential for a Majors project for the Interstate from its intersection with Interstate 39 to just north of Wisconsin Dells. This potential project would be subject to an environmental analysis and legislative approval.

b) United States Highway 12

Highway 12 serves as the principal north-south arterial within the Study Area, connecting Wisconsin Dells with Dane County and carrying a large volume of both local and through traffic. In 2000, traffic volumes were generally 15,000 to 18,000 vehicles per day north of Baraboo, and 8,000 to 12,000 vehicles per day south of Baraboo (see Map 7).

The Wisconsin Department of Transportation has designated Highway 12 as a Corridors 2020 Connector Route and has what is referred to as “administrative access control authority” under Section 84.25 of Wisconsin State Statutes. The DOT has the authority to restrict new driveways on highways controlled under the authority of Section 84.25. This administrative access control authority does not apply in urban areas such as Sauk City, Baraboo, and West Baraboo. However, the DOT does approve new access points such as driveways or local road connections within an urbanized area where the highway is designated a connecting highway.

Transportation Facilities:

- Highway access to most parts of the Study Area is good.
- Over the past 20 years, traffic volumes on Highway 12 have increased by roughly 100% south of Baraboo and by about 200% north of Baraboo.
- These volume increases and projections have resulted in both formal and informal proposals to provide expansions and/or bypasses for Highway 12 in Sauk County.
- There is a strong network of intersecting arterial and collector roads to Highway 12; however, there are few continuous arterial or collector roads paralleling Highway 12.
- Rail has been a strong part of the area’s heritage, but one line went out of operation in the 1990s.
- State, county and local governments are working towards an integrated trail network in the County.

Highway 12 is scheduled to expand from two lanes to four lanes from the City of Middleton to the Village of Sauk City, with completion scheduled for 2005. This expansion includes the reconstruction of the Sauk City Bridge over the Wisconsin River, which was underway at the time of writing. Highway 12, within Sauk City, from the bridge to Lueders Road near the west end of the Village, is scheduled to be reconstructed as a four-lane undivided highway by 2008.

Other segment improvements to Highway 12 are also planned from Ski Hi Road south of Baraboo to Interstate 90/94. At the time of writing, a bypass of Baraboo/West Baraboo is scheduled to be built between Terrytown Road and Fern Dell Road by 2008. The existing alignment is also scheduled to be expanded from two lanes to three lanes or five lanes (with a center turn lane in either case), depending on final resolution at the state and local levels. These improvements are subject to approval of the Preferred Alternative in a Final Environmental Impact Statement and a Record of Decision by the Federal Highway Administration. The portion of the road that will be on new alignment will be built to freeway standards – that is, access will be at interchanges only.

c) Other Roads

Several two-lane state highways in the area complement Highway 12 and the Interstate. State Highway 78 runs along the Wisconsin River and connects the Village of Prairie du Sac with the Village of Merrimac. WisDOT has classified State Highway 78 as an arterial highway (roads that largely serve a regional function). Traffic volumes on this road just north of the Village of Prairie du Sac have increase 96% in the last 20 years. WisDOT is contemplating future upgrades to Highway 78 to soften significant curves.

State Highway 60 also runs along the Wisconsin River, connecting the Villages of Sauk City and Prairie du Sac with the Village of Spring Green. Highway 60 bridges the Wisconsin River at Prairie du Sac. State Highway 60 has also been classified as an arterial highway. Traffic volumes on this road have increased 59% in the last 20 years.

State Highway 33 is a major east-west route in the northern portion of the Study Area, connecting the Cities of Reedsburg, Baraboo, and eventually Portage. In the past 20 years, traffic volumes on this arterial highway have increased 149% near its intersection with Highway 12.

State Highway 136, classified as an arterial highway, is located south of State Highway 33, connecting the Villages of West Baraboo and Rock Springs. Traffic volumes near its intersection with Highway 12 have increased 240% over the last 20 years. This segment of Highway had an Average Daily Traffic Volume (ADT) of 8,500 vehicles.

State Highway 113 is located in the eastern portion of the Study Area, connecting the City of Baraboo with the Village of Merrimac, and eventually the City of Madison via the Merrimac Ferry across the Wisconsin River. State Highway 113 is classified as a collector highway (roads that serve more of a local function).

Several County Highways within the Study Area also serve as collector highways to distributing traffic to the arterial system (See Map 7). Traffic volumes on these highways are generally under 3,000 vehicles per day. The following figure lists the conditions and plans for intersecting and parallel roads to Highway 12 within the Study Area.

Figure 17: Summary of Intersecting and Parallel Roads to Highway 12

Roadway	Limits	Condition Rating	Comments/Future Plans
INTERSECTING ROADS TO US 12			
STH 60 (Water Street)	US12 North to Van Buren	Good	2002 Mill & Resurfaced
	Van Buren to Oak Street	Fair to Poor	Sauk City has done some curb replacement
Madison Street	US 12 North to Hemlock St.	Excellent	
	Hemlock St. to Oak Street	Good	
Sycamore Street	US 12 North 2 Blocks	Fair	Constructed in 1970; Needs to be Upgraded
Lueders Road	South of River Road	Not Rated	Currently Gravel; 2003 Paving
	River Rd to Carolina	Poor	
	Carolina Street to Hemlock Street	Good	Constructed in 1990; Scheduled as 40' b-b
	Hemlock Street to Oak Street	Good	
Nineteenth Street	Oak Street to Broadway Street	Very Good	1996 Crack Seal
	Prairie Street to Tower Street	Good	1991 Reconstruct
Sauk Prairie Rd	West Village Limits to Sycamore Street		
	West Village Limits to Lueders Road		
	Old Bluff Trail to West Village Limits	Good	
Tower Street	19th Street to Water Street	Good	1980 Reconstruct 17th to Water Street
CTH W	Rock Mill Rd to US 12	Excellent	Rehab 2001
CTH W	US12 to East of Neuman Rd	Good	
Terrytown Road	East Town Line to Fox Hill Rd.		1998 Seal Coat
	Scenic Rd. to East Town Line	Fair to Good	1996 Seal Coat
City View Rd.	CTH A to CTH T		1999 Paved
CTH U	STH 23 to Schepp Rd. (East of US 12)	Fair	Rehab 2004
N. Reedsburg Rd.	STH 23 to One Mile East	Poor	Reconstruct 2004
	One Mile East to Mirror Lake Road	Good	1996 Seal coat
	Mirror Lake Road to US 12	Good	2" Thick Pavement; Spring Load Restriction
	US 12 to Fairfield Lane	Excellent	2" Thick Pavement; Spring Load Restriction; Upgraded in 2001
CTH PF	Fairfield Lane to Schepp Rd.	Good	1994 Seal Coat
	Von Wald Rd. to STH 60	Good	Rehab 2004
CTH C	CTH PF to US 12	Fair	Rehab 2003
CTH Z	Swiss Valley Rd to STH 78	Fair	Rehab 2005



Roadway	Limits	Condition Rating	Comments/Future Plans
INTERSECTING ROADS TO US 12 (cont.)			
Shady Lane Rd.	STH 23 to Mirror Lake Road	Good	1995 Seal Coat
	Mirror Lake Road to US 12	Good	2" Thick Pavement; Spring Load Restriction
	US 12 to Fairfield Town Line	Excellent	2" Thick Pavement; Upgraded in 2000
	Fairfield Town Line to CTH A.	Fair	Currently Gravel; Wedged in 2000; 2003 Paving to 24' Width
	CTH A to Gillem Rd (Pecks Corners)	Good	2000 Crack Filling & Sealing
	Gillem Rd to Green Corners (CTH U)	Good	2000 Crack Filling & Sealing
	Greens Corners to Van Hoosen Rd	Fair	Wedged in 2000
Fern Dell Road	Mirror Lake Road to Hastings Road	Very Poor	2" Thick Pavement; Spring Load Restriction
	Hastings Road to US 12	Good	2" Thick Pavement; Spring Load Restriction; Upgraded in 1990
Moon road	US 12 to CTH A	Good	2" Thick Pavement; Spring Load Restriction; 2002 Upgrade Half of Rd' to 22' with 2' Shoulders; 2003 Upgrade other half
PARALLEL ROADS TO US 12			
Old Bluff Trail Rd.	River Road to N. Town Line	Very Good	1999 Reconstruction
	S. Town Line to US 12	Good	1989 Mill & Overlay
CTH C	STH 60 to CTH PF	Good	Rehab 2002
CTH PF	CTH C to CTH W	Fair	
Freedom Road	CTH C to		Resurfaced 2000
	South Town Line to CTH PF	Very Good	
CTH A	STH 33 to Wisconsin River Road to N. Town Line	Very Good	
Kohlmeyer Rd	CTH W to North town Line	Poor	
	South Town Line to NorthTown Line		2002 Resurface & Shoulder Gravel
	STH 136 to Town Line Rd.	Good	1999 Pave & Seal Coat
Mirror Lake Road	South County Line to Fern Dell Road	Good	Spring Load Restriction



2. Airports

There are two municipal airports located within the Study Area: the Baraboo/Dells Airport and the Sauk Prairie Airport (see Map 7). The Sauk Prairie Airport is located at Highway PF and Highway 12 in the Town of Prairie du Sac. The Sauk Prairie Airport property is privately owned and the runway and taxiways are leased to the Town of Prairie du Sac. Sauk Prairie Airport, Inc., a non-profit corporation, operates and maintains the leased property for the Town. The Village of Prairie du Sac, Town of Prairie du Sac, and Sauk County provide financial assistance. The owners of the airport property are currently considering expansion of the airport facilities, in cooperation with the Town of Prairie du Sac and the Village of Prairie du Sac.

The Baraboo/Dells Municipal Airport is located north of Baraboo along Highway 12. The airport is jointly owned and managed by the Cities of Baraboo and Wisconsin Dells, the Village of Lake Delton, and the Town of Delton. The Baraboo/Dells Municipal Airport recently remodeled the terminal building and added new hangars, and plans to continue expansion of the airport facilities.

Both airports have paved, lighted runways suitable for recreational and small business aircraft. Both also offer privately owned hangars on site, hangar lots for lease, outdoor airplane parking, and airplane maintenance facilities.

The Study Area is also served by a number of private airports, helipads, and landing strips. The Study Area is not served by a large regional airport. Large air carrier and passenger facilities are located in Madison at the Dane County Regional Airport.

3. Rail

The Study Area is served by passenger and freight service. Two Amtrak passenger trains, connecting Chicago and Minneapolis, travel daily through Wisconsin Dells on the Canadian Pacific Railway. The Wisconsin Southern Railway operates the freight lines within the Study Area. The line runs between Reedsburg, Baraboo, and Madison, crossing the Wisconsin River at Merrimac. The line is a Class 2 line rated for 25 mph service. A spur off this line services the Badger Ammunition Plant and the Villages of Prairie du Sac and Sauk City. The spur is a Class 1 line rated for 10 mph service. A second crossing of the Wisconsin River once connected Sauk City with the Village of Mazomanie in Dane County. Rail service along this connection was halted in 1997. WisDOT owns this segment and removed a portion of the bridge in April 2002, after the bridge began to shift downriver, becoming structurally unsound. This bridge could become functional in the long-term if the Merrimac Bridge becomes obsolete, as it may cost less to repair the Sauk City Bridge and replace rails sections removed in Sauk City and Prairie du Sac than to repair the Merrimac Bridge.

4. Bicycle and Recreation Facilities

Bicycle and recreation trails currently exist in the western and southern areas of Sauk County. Approximately 26 miles of Highway 23 from its intersection with Highway K near Reedsburg to the southern edge of Sauk County near Spring Green is designated a State Highway Priority and Linkage. There are several existing state and county highways in the Study Area that are considered either Best Condition for Bicycling or Moderate Condition for Bicycling, including Highway O, Highway PF west of Swiss Valley Road, Highway C, Highway W west of Highway 12 and east of Highway 113, Highway DL, Highway T, Highway U, and Highway A between Reedsburg Road and the Interstate. Bicyclists are either prohibited or not recommended for Highway 12, the Interstate, and portions of Highways 23, 33, 60, 78, 123, 136, and PF.

a) Ice Age National Scenic Trail

Part of the 1,000-mile Wisconsin Ice Age Trail, the four-mile Sauk County segment runs between Parfrey's Glen in the Town of Merrimac and the Ice Age Loop, which reaches the top of the East Bluff of Devil's Lake. The route of the Ice Age National Scenic Trail generally follows the end

moraines of the most recent glaciation, diverging from them in several areas to include other features of the glacial landscape and the Driftless Area. The completed segments of the trail are shown on Map 8.

b) 400 State Recreation Trail

The 400 State Recreation Trail stretches for 22 miles along the Baraboo River between Reedsburg and Elroy. The Trail is part of a larger system that includes the Elroy-Sparta Trail, the La Crosse River Trail, and the Great River Trail. The 400 Trail was built on an abandoned railroad grade with packed limestone screenings and planked surface bridges.

5. Transit

a) Bus Service

Greyhound Bus provides service to Study Area residents at the City of Wisconsin Dells. Two westbound and three eastbound routes provide daily service to the area.

b) Ride Share Opportunities

The Bureau of Transportation, within the Department of Transportation, is responsible for state vanpooling and ridesharing programs. Currently, the State of Wisconsin has 68 vans in the vanpool project. Within the Study Area, this program serves a number of communities, including the Cities of Baraboo and Wisconsin Dells, and the Villages of Lake Delton, Merrimac, Prairie du Sac and Sauk City.

The Sauk County Commission on Aging also provides transportation for elderly and disabled residents. Volunteer escorts provide rides for medical services, nutritional needs, and personal business where no taxi service is available. Medical transportation is provided by a county employee in a handicapped accessible van. The Commission on Aging also organizes senior van trips to shopping and tourism destinations in the area.

Map 7: Existing Transportation System



J. Community Facilities

1. Utility Facilities

a) Sewer and Water Supply

(1) Village of Lake Delton

The Village of Lake Delton has a municipal water system, which consists of five wells, a 400,000 gallon elevated storage reservoir, and a water distribution system. The vast majority of the distribution system was constructed in 1994 when the municipal water system was extended throughout the Village. Since the Village installed a community-wide municipal water system in 1994, water consumption and wastewater generation has increased at an average rate of 6.9% per year. The firm capacity of the five existing wells is 4,608,000 gallons per day. The average day water use for the peak month (June) was 1,671,000 gallons in 2000. The Village is proposing to add two booster stations to serve Village-expansion areas on the east and west sides of the Village.

The Village's sanitary sewer collection system is of varying age, spanning from 1945 to the present. The sanitary sewer collection system generally flows from south to north and west to east towards the Wisconsin Dells Lake Delton Sewerage Commission Wastewater Treatment Facility. The Village's system currently consists of 14 pumping stations. Of the 9 stations studied in April 2002, 4 were at or over capacity and will need upgrades in the near future.

(2) City of Baraboo/West Baraboo/Town of Baraboo Area

The City of Baraboo's water system was initially constructed in 1886, consisting of one elevated tank, one pumping station, and 34 miles of water main. The system now consist of 5 wells, four storage tanks with a combined capacity of 2,377,000 gallons, and 65-mile water main system. Because of the topography, the utility system operates at two different pressure systems to maintain acceptable water pressure. A third pressure system to serve the area west of Highway 12 and south of CTH W is currently under construction.

The City of Baraboo sewer system was constructed as a combined sewer system in the early 1890s, which has since been converted to a separated collection system. The wastewater treatment plant was constructed in 1982 and has had three major construction alternations. The plant has an operation capacity of 3,260,000 gallons per day. A Facility Design Report is scheduled for 2005, with any recommended plant additions to be constructed in 2006-2007. Four single-family homes in the City are currently served by on-site disposal systems. Sewer service is not currently available to these sites. The Village of West Baraboo and the Town of Baraboo Sanitary District are both served by the City of Baraboo's system.

Community Facilities:

- Public sewer and water utilities are available in and near cities and villages in the Study Area. Large systems also serve the Ho-Chunk Casino and Hotel and the Bluffview Development in Sumpter.
- Most of the Study Area is served by the Baraboo School District or the Sauk Prairie School District.
- Higher education is provided through a two-year UW campus in Baraboo and a technical college in nearby Reedsburg.
- Owing to its rich natural resource base, the Study Area is home to several large parks and protected resource areas.
- The Baraboo Range National Natural Landmark recognizes this exceptional geological and natural resource and includes Devil's Lake State Park and Natural Bridge State Park.
- Devil's Lake State Park, located in the center of the Study Area, is the most heavily visited State park.

(3) Ho-Chunk

Ho-Chunk Nation has its own water and sewer system for their properties along Highway 12.

(4) Village of Sauk City/Village of Prairie du Sac Area

The Village of Sauk City has a municipal water system, which consists of 2 wells, each with a 300,000-gallon storage reservoir, and a distribution system. The capacity of the Village's wells is 1,728,000 gallons per day. The Village's water system is currently serving well under its capacity and will not need additional wells during the planning period. The Village is also upgrading any remaining 4-inch water mains during street reconstruction projects and anticipates that the entire system will be upgraded within the next 10 to 15 years.

The Village of Prairie du Sac municipal water system has two municipal wells and 400,000 gallon elevated water reservoir. The wells have a combined pumping capacity of 1,860,000 gallons per day. Current average daily use is 348,300 gallons per day. Well #3 was reconditioned in 2001 and Well #2 is scheduled for reconditioning in 2004. The water reservoir was also reconditioned in 1998. The Water Utility has future need for an additional reservoir by 2010.

The Villages of Prairie du Sac and Sauk City co-own the Sauk Prairie Sewerage Commission wastewater treatment plant. The plant was an operation capacity of 2,000,000 gallons per day. Each community maintains a collector system. No specific upgrades are planned or required at this time.

b) On-site Waste Disposal Systems

Outside of the sewerred areas, described above, homes and businesses are served by private well and on-site waste disposal (septic) systems. Under State rules, the County controls the siting of on-site waste disposal systems. In 2000, the state adopted a revised private sewage system code called COMM 83. This revised code allows conventional on-site systems and alternative systems, such as those that employ biological or chemical treatment. In March 2003, the County adopted revisions to its sanitary code in response to these new rules.

c) Solid Waste Disposal

Solid waste in Sauk County is disposed of in a wide variety of locations, both in and out of the county. Less than half of waste generated in the County is disposed of at the Sauk County Landfill. At the current rate of disposal, the landfill will have capacity through 2007. Privatization and consolidation of waste disposal services has resulted in the diversion of significant quantities of Sauk County-generated solid waste to private landfills located in Green Lake, Jefferson, Walworth and Wood counties.

2. Education Facilities**a) Sauk Prairie School District**

The Sauk Prairie School District serves the southern portion of the Study Area, including the Villages of Merrimac, Prairie du Sac, and Sauk City, and the Towns of Honey Creek, Merrimac, Prairie du Sac, Sumpter, and Troy (See Map 8). Parochial schools within the district include St. Aloysius Catholic School in Sauk City and St. James Lutheran School in Prairie du Sac, which provides preschool and kindergarten. Pleasant River, a non-religious private school, is also located in Sauk City.

According to the latest available school enrollment data (December 31, 2000), there were 2,746 students attending school within the district, with 2,606 students attending public schools and 140 students attending private schools. The following table lists the student enrollment by school:

Figure 18: Sauk Prairie School District Enrollment (2000)

School	Location	Enrollment
Black Hawk Elementary	Town of Troy	126
Merrimac Elementary	Village of Merrimac	73
Tower Rock Elementary	Town of Honey Creek	113
Grand Avenue Elementary	Village of Prairie du Sac	400
Spruce Street Elementary	Village of Sauk City	375
Sauk Prairie Middle School	Village of Sauk City	684
Sauk Prairie High School	Village of Prairie du Sac	835
Total Public School Enrollment		2,606
Pleasant River	Village of Sauk City	20
St. Aloysius Catholic School	Village of Sauk City	116
St. James Lutheran School	Village of Prairie du Sac	4
Total Private School Enrollment		140

Recent improvements include remodeling and additions to the High School and Middle School in 1995-96, and an auditorium addition in 1998-99. A needs assessment completed in October 2000 showed that the high school and middle school have sufficient space. All the public elementary schools within the district have identified a need for additional space.

b) Baraboo School District

The Baraboo School District serves the northern portion of the Study Area, including the City of Baraboo; Villages of West Baraboo and North Freedom; the Towns of Baraboo, Fairfield, and Greenfield; and portions of the Towns of Delton, Excelsior, Freedom, Merrimac, and Sumpter. (See Map 8) The Baraboo School District did not respond to requests for enrollment information. The following information was obtained from the school district's website and the People of America Foundation's website.

Figure 19: School District of Baraboo Enrollment

School	Location	Enrollment
East Elementary	City of Baraboo	350
Fairfield Center Elementary	Town of Fairfield	129
Gordon Wilson Elementary	Village of West Baraboo	302
North Freedom Elementary	Village of North Freedom	180
South Elementary	City of Baraboo	250
West Elementary	City of Baraboo	130
Baraboo Middle School	City of Baraboo	750
Baraboo High School	City of Baraboo	1,027
Total Public School Enrollment		3,118
Living Hope Academy	City of Baraboo	40
St. John's Lutheran Evangelical School	City of Baraboo	146
St. Joseph's Catholic School	City of Baraboo	155
Total Private School Enrollment		341

c) School District of Reedsburg

The School District of Reedsburg serves the western portion of the Study Area, including the Village of Rock Springs, and portions of the Towns of Dellona, Excelsior, and Freedom. Parochial schools within the district, which serve grades K-8, include Sacred Heart Catholic School, Saint Peter’s Lutheran School and Faith Lutheran School, all located in Reedsburg.

According to the latest enrollment report (April 2002), there were a total of 2,776 students attending public or private schools within the district. The following table lists the student enrollment by school:

Figure 20: School District of Reedsburg Enrollment (2002)

School	Location	Enrollment
Ironton-LaValle Elementary	Village of LaValle	120
Loganville Elementary	Village of Loganville	129
Rock Springs Elementary	Village of Rock Springs	94
South Elementary	City of Reedsburg	110
Pineview Elementary	City of Reedsburg	393
Westside Elementary	City of Reedsburg	244
Webb Middle School	City of Reedsburg	503
Reedsburg Area High School	City of Reedsburg	847
Total Public School Enrollment		2467
Sacred Heart Catholic School	City of Reedsburg	161
Saint Peter’s Lutheran School	City of Reedsburg	128
Faith Lutheran School	City of Reedsburg	20
Total Private School Enrollment		309

d) UW-Baraboo/Sauk County

UW-Baraboo/Sauk County offers a freshman and sophomore curriculum to prepare students to transfer to a bachelor's degree program. The school offers an Arts and Science Associates Degree and two Bachelor’s Degrees through cooperation with UW-Milwaukee. UW-Baraboo/Sauk County also has a continuing education program that offers non-credit seminars, workshops and short courses. The Campus is located on the northeast side of the City of Baraboo, east of Highway 12 and north of Highway 136.

e) Madison Area Technical College – Reedsburg

MATC Reedsburg provides technical and workplace skills training. The college awards associate degrees, technical diplomas, certificates and apprenticeships, and offers classes that transfer to four-year degree programs. The Reedsburg campus also offers customized labor training for area businesses.

3. Park and Open Space Facilities⁸

The vast number and the quality of natural resources within the Study Area provide many opportunities for park, recreation, and open space facilities. The Study Area includes three state parks, state wildlife areas, natural preserves, county parks, and numerous local parks (see Map 8). These open amenities are key contributors to the character of the communities within the Study Area.

⁸ Most of the information included in this section is taken from Sauk County 20/20 Volume IV: County Profile (1998)

a) State Facilities**(1) Devil's Lake State Park**

Established in 1911, this 9,117-acre state park is located just south of the City of Baraboo, within the Baraboo Range. According to the DNR, this is Wisconsin's most heavily used park, with 1.3 million recreation users in 2002. The park offers 407 family campsites, 82 acres of picnic areas, 5 picnic shelter facilities, fishing, boating, swimming, rock climbing, and 29.9 miles of trails.

Devil's Lake State Park has been designated by the National Park Service as one of 9 units of the Ice Age National Scientific Reserve, which includes the best example of glacial topography and geology of the last great Ice Age in the United States. Devil's Lake is a very important remnant of the Ice Age. It was formed when the Green Bay lobe of the last glaciation blocked the Wisconsin River from flowing through the Baraboo Range.

(2) Natural Bridge State Park

Natural Bridge State Park is located near Leland in the Town of Honey Creek. The main feature of this 530-acre park, established in 1973, is a natural bridge of sandstone with an opening 25 feet high by 35 feet wide. The park offers 5 acres of picnic areas and 3.6 miles of trails.

(3) Mirror Lake State Park

Mirror Lake State Park, located just west of Highway 12 and south of Lake Delton, covers 2,059 acres. Facilities at this park include 146 campsites, 14 acres of picnic areas, 1 picnic shelter, fishing, boating, swimming, and a 20.4-mile trail system.

(4) Dell Creek Wildlife Management Area

The 2,125-acre Dell Creek Wildlife Management Area is located adjacent to Mirror Lake State Park along Dell Creek in the Town of Dellona.

(5) Pine Island State Wildlife Area

The 1,100-acre Pine Island Wildlife Area is located along the Wisconsin River in the northeastern corner of the Town of Fairfield. This wildlife area lies in the Wisconsin and Baraboo River floodplains.

(6) Lower Wisconsin State Riverway

The intent of the Lower Wisconsin State Riverway is to minimize visual and environmental impacts on the Wisconsin River. The Lower Wisconsin State Riverway Board administers a system of regulations, known as "performance standards," which are designed to protect and preserve the aesthetic integrity of all points visible from the river. The regulations are not designed to prohibit development, but rather, to control land use and development to assure consistency with the objectives of the Riverway program. The Riverway Board requires permits for construction of new buildings, modification of existing structures, placement of mobile homes, construction utility facilities, walkways or stairways that provide access to the river, and timber harvests.

b) County Parks

There are a number of county parks located within the Study Area, including Man Mound Park in the Town of Greenfield, Yellow Thunder Park in the Town of Fairfield, a canoe launch at Mirror Lake Dam in the Village of Lake Delton, and the Summer Oaks Boat Landing near the Village of Merrimac.

c) Local Parks

Each city and village also maintains and operates its own park facilities. The following table is a listing of local park facilities within the Study Area.

Figure 21: Local Park and Recreation Facilities

Community	Park and Recreation Facilities
City of Baraboo	Attridge Park, Broadway Park, Campbell Park, Deppe Park, Langer Park, Hoppe Felts, Mary Rountree, Ochsner Zoo, Pierce Park, Ritzenthaler, Weber Park
Village of Prairie du Sac	VFW Memorial Park, Fireman's Park, River Overlook Park, Graf Park, Library Lawn, G. Blanchard Park, Washington Square Park, Florence Park, Basin Park, Marion Park, Walter Doll Park
Village of Rock Springs	Fireman's Park, Wiedman Park
Village of Sauk City	August Derleth Park, AWD Park, Brideview Memorial, Railroad Park, S.C. Athletic Park, Fireman's Park, Free Thinker's Park, Hemlock Park, Junge Park, Meyer's Oak Grove
Village of West Baraboo	Haskins Park
Village of North Freedom	Village Park
Village of Merrimac	River Park, Merrimac Ball Park
Village of Lake Delton	Hines Memorial Park, Lake Delton Public Beach, Adams St. Boat Ramp, Clare Isle Boat Ramp, Fishpond Area

d) The Nature Conservancy Preserves

The Nature Conservancy has been protecting lands in the Baraboo Range since the early 1960s. The Nature Conservancy has steadily acquired parcels of land in the Baraboo Range. Currently The Nature Conservancy owns 4,138 acres within the Baxter's Hollow/R.D. & Linda Peters Preserve and 724 acres within the Hemlock Draw Preserve, which are both located within the Baraboo Range.

4. Other Community Facilities and Resources**a) Medical Facilities****(1) St. Clare Hospital**

St. Clare Hospital, located in Baraboo, includes a 100-bed acute care hospital, a 100-bed long-term care facility with a 20-bed assisted living wing, and a health care foundation. The hospital has more than 100 physicians who serve on its active and consulting medical staff. The hospital features a full-time emergency department and an urgent care clinic. Other services include a dialysis center and urgent care clinic in neighboring Lake Delton.

(2) Sauk Prairie Memorial Hospital

Sauk Prairie Memorial Hospital & Clinics is located in Prairie du Sac, Wisconsin and operates four primary care clinics in Lodi, Black Earth, Plain, and Spring Green. The hospital facility features 36 acute care beds and a full array of outpatient departments. Approximately 30 physicians serve as full-time active members of the medical staff, while another 65 physicians offer consulting and courtesy services. The hospital has a full-time emergency department and an urgent care clinic.

(3) Reedsburg Area Medical Center

Reedsburg Area Medical Center is an independent, nonprofit organization that is locally controlled. The facility offers 53 acute care beds, 50 long-term-care beds, and 8 day-care surgery beds. The facility also includes an Urgent Care Center and a 24-hour Emergency Department.

b) Library System

The Study Area is served by the seven-county South Central Wisconsin Library System. Within the study area, there are five libraries in this system located in the City of Baraboo and the Villages of Prairie du Sac, Sauk City, North Freedom, and Rock Springs.

c) Cultural Resources Inventory

Preservation of historic and cultural resources fosters a sense of pride, improves quality of life, and provides an important social and cultural continuity between the past, present and future. The following sections describe the significant historic and archeological resources in the Study Area. Known archeological and historical sites, identified by local, state, and national sources are included on Map 8.

(1) Baraboo Range National Natural Landmark

The National Natural Landmarks Program recognizes and encourages the conservation of outstanding examples of biological and geological features. Fewer than 600 sites have been designated National Natural Landmarks. Eighteen sites within Wisconsin have been designated, one of which is located within Sauk County. In 1980, the 50,700-acres of the "South Range" of the Baraboo Hills was designated the Baraboo Range National Natural Landmark (BRNNL). The Baraboo Range is one of most dramatic features in the state. Considered by geologists as an outlier of a regional escarpment, the Range is about 25 miles in length and averages 5 to 10 miles in width. It is a dramatic folding of a complex mass of varying rock types trending east and west which rises to 1620 feet above sea level, looming above surrounding prairies, woodlands, and farmland.

(2) National Historic Landmarks

While many historic places are important locally or on a state or regional level, a few possess historical importance on a national level. Fewer than 2,500 historic places have been designated National Historic Landmarks. Two of these landmarks are located in Sauk County – The Ringling Brothers Circus Winter Headquarters and Van Hise Rock.

(3) Other Historic Resources

As of July 2002, there were 25 properties in the Study Area listed in the State or National Register of Historic Places. The following figure lists the properties and their locations. These locations are also identified on Map 8.

Figure 22: Historic Places on the State or National Register

City	Resource Name
Village of Sauk City	August W. Derleth House
	Freethinkers` Hall
	Lachmund Family House
	Sauk City Fire Station
	Sauk City High School
Village of Prairie du Sac	Tripp Memorial Library and Hall
City of Baraboo	A.G. Tuttle Estate
	Al Ringling Theatre
	Albrecht C. Ringling House
	Baraboo Public Library
	Charles Ringling House

City	Resource Name
	Jacob Van Orden House
	Manchester Street Bridge
	Ringling Brothers Circus Headquarters
	Sauk County Courthouse
	Seven Gables
	Thompson House Hotel
	Walworth D. Porter Duplex Residence
	William Clark House
Village of Lake Delton	Marshall Memorial Hall
	Seth Peterson Cottage
Town of Honey Creek	Honey Creek Swiss Rural Historic District
	Our Lady of Loretto Roman Catholic Church
Village of Merrimac	Merrimac Ferry
Village of North Freedom	Steam Locomotive #1385
Town of Greenfield	Aldo Leopold Shack

In addition to these properties, the Study Area has a fine collection of historic or architecturally significant buildings and sites. The State Historical Society's Architecture and History Inventory (AHI) contains data on a wide range of historic properties throughout the state – such as round barns, cast iron bridges, commercial buildings, schoolhouses, and turn-of-the-century homes. The AHI includes 1,291 documented properties in the Study Area. In most instances, the properties that have been listed on the state and national registers are still included in the AHI. Depending on the year that inventory was taken within each community, some of the buildings listed on the AHI may be have torn down.

(4) Archeological Resources

According to the State Historical Society and local sources, there were 107 known archaeological sites and cemeteries in the Study Area as of July 2002 (see Map 8). This does not include all of the sites that might be present in the Study Area. Sites that have been identified include cemeteries (burial mounds and unmarked graves), Native American community sites and burial grounds, and historic agricultural properties.

Few of the sites reported to the Society or noted by local interested parties have been evaluated for their importance or eligibility for listing on the State or National Register of Historic Places. As of July 2002, there are six sites within the Study Area that have been placed on the State or National Register of Historic Places: the Hulburt Creek Garden Beds near Prairie du Sac, Our Lady of Loretto Church Cemetery in the Town of Honey Creek, the Durst-Bloedau Site north of Leland, Raddatz Rockshelter near Leland, Man Mound burial grounds east of Baraboo, and Van Hise Rock near Rock Springs.

Under Wisconsin Law, Native American burial bounds, unmarked burials, and all marked and unmarked cemeteries are protected from encroachment by any type of development. Many of these sites are located on private land and may not be viewed by the general public.

Map 8: Community Resources



K. Review of Existing Plans and Studies

The array of plans already adopted and being implemented by county and local governments along the Highway 12 corridor has a significant influence on the direction of the *Highway 12 Corridor Growth Management Plan*. These existing plans and studies come under several names, including comprehensive plans, master plans, development plans, and land use plans. Each plan attempts to influence future patterns of land use, transportation, and natural area preservation.

One of the goals of the *Highway 12 Corridor Growth Management Plan* is to help advance and provide a regional framework for future local plans. Given these relationships, it is critical to understand key recommendations and findings of existing plans affecting the Highway 12 corridor. The following sections summarize those key recommendations –first regional plans and studies developed by the state or Sauk County, then plans and studies for communities within the Detailed Planning Area (along the highway itself), and finally plans for communities within the General Planning Area (a ways away from the highway). Refer to *Map 9: Composite Planned Land Use* for a graphical display of the adopted planned land use map recommendations within these areas.

1. State, Regional, and County Plans

The following are summaries of relevant plans, programs, and agreements prepared by the State of Wisconsin and/or Sauk County that affect the Study Area.

a) Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century (November, 1995)

Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century provides a broad planning “umbrella” including an overall vision and goals for transportation systems in the state for the next 25 years. The *Plan* categorizes the state trunk highway system into 5 categories:

- Corridors 2020 Backbone routes (e.g., I-90/94, Highway 151) that connect major population and economic centers.
- Corridors 2020 Connector routes (e.g., Highways 12 and 14) that connect regional economic centers to Corridors 2020 Backbone Routes
- Principal Arterials that provide regional mobility.
- Minor Arterials for trips within small geographic regions.
- Collectors and Local Function Roads for short daily trips and land access.

Translinks 21 recommends completion of the planned Corridors 2020 Backbone network improvements by 2005; creation of a new state grant program to help local governments prepare transportation corridor management plans to deal effectively with growth; provision of state funding to assist small communities in providing transportation services to elderly and disabled persons; and development of a detailed assessment of local road investment needs.

b) Wisconsin State Highway Plan (February, 2000)

The *Wisconsin State Highway Plan* focuses on the 11,800 miles of State and Federal highways in Wisconsin. The *Plan* does not identify specific projects, but provides broad strategies and policies to improve the state highway system over the next 20 years. The *Plan* includes three main areas of emphasis: pavement and bridge preservation, traffic movement, and safety. Many of the state's highways and bridges will reach the end of their typical life cycle by 2020. The *Plan* recommends that pavement deficiencies in the State be reduced from 30% in 2000 to 6% in 2020 and bridge deficiencies be reduced from 7% in 2000 to 2% in 2020.

Congestion on the State's highways is expected to increase nearly 70% by 2020. Without any capacity expansion, the *Plan* predicts that Highway 12 will be extremely congested between Highway 33 and

the Interstate by 2020. Highway 33 is expected to be moderately congested by 2020 between the City of Baraboo and the City of Reedsburg. To address existing problems and reduce potential future congestion, the Wisconsin Department of Transportation is currently undertaking an Environmental Impact Statement (EIS) for capacity expansion of Highway 12 between the City of Baraboo and the Interstate. The proposed alignment for a future bypass including in the EIS of Baraboo is shown on Map 9. In 1994, a Summary of Existing Secondary Impacts associated with future capacity expansion of Highway 12 was prepared. This report is described below.

c) Wisconsin Bicycle Transportation Plan 2020 (1998)

The *Wisconsin Bicycle Transportation Plan 2020* presents a blueprint for improving conditions for bicycling, clarifies the Wisconsin Department of Transportation's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. The *Plan* reports that more than one-third of all Wisconsin households in 1998 included someone who took at least one bike trip in the previous week. Existing state trails and future "priority corridors and key linkages" for bicycling along the highway system in Wisconsin are included in the *Plan*. Within Sauk County, Highway 23 from its intersection with Highway K near Reedsburg to the southern edge of Sauk County near Spring Green is designated as a State Highway Priority and Linkage. There are several existing state and county highways in the Study Area that are considered either Best Condition for Bicycling or Moderate Condition for Bicycling, including Highway O, Highway PF west of Swiss Valley Road, Highway C, Highway W west of Highway 12 and east of Highway 113, Highway DL, Highway T, Highway U, and Highway A between Reedsburg Road and the Interstate. Bicyclists are either prohibited or not recommended for Highway 12, the Interstate, and portions of Highways 23, 33, 60, 78, 123, 136, and PF.

d) Wisconsin Pedestrian Policy Plan 2020 (March, 2002)

The *Wisconsin Pedestrian Policy Plan 2020* is a policy document that presents statewide and local measures to increase walking and promote pedestrian safety. The goals of the *Plan* are to increase the number and improve and quality of walking trips, reduce the number of pedestrian crashes and fatalities, and increase the availability of pedestrian planning and design guidance for state and local officials and citizens. The key State objective identified in the *Plan* is to work with local governments and other interested stakeholders to increase accommodations for pedestrian travel to the extent practicable along and across State highways. There are no recommendations specific to Sauk County.

e) USH 12 Project Sauk County, Report 1: Summary of Existing Secondary Impact Situation (1994-1995)

In order to address increasing safety and congestion problems along Highway 12 between the Village of Lake Delton and the Town of Sumpter, the Department of Transportation worked with engineering and land use consultants to prepare an EIS for proposed highway expansion. The land use consultant met with the local jurisdictions to analyze the secondary impacts of highway improvements and the relationship between land use and transportation patterns. As part of this analysis, the consultant reviewed local plans and ordinances in ten jurisdictions along the corridor. Future land use and transportation impacts were projected based on the then-current planning framework in each community. A report was prepared for each of the ten jurisdictions that included:

- An inventory and analysis of existing plans, ordinances and policies;
- An analysis of the relationship between secondary impact concerns and current policies;
- An analysis of the relationship between community character objectives and current policies;
- Predicted secondary impacts under current policies;
- Recommended revisions to then-current local plans, policies, and ordinances to minimize the secondary impacts; and
- Predicted secondary impacts if existing policies were revised.

Specifically, many of the towns were advised to prepare land use plans and revise zoning regulations to address community character concerns. In addition, the City of Baraboo, Villages of West Baraboo and Lake Delton, and the Towns of Baraboo and Delton were advised to prepare detailed neighborhood development plans for lands along the Highway 12 corridor.

f) Memorandum of Agreement concerning US Highway 12 between Middleton and Lake Delton, Wisconsin (March, 1999)

The Memorandum of Agreement (MOA) is an agreement between Sauk County, Dane County, the State of Wisconsin, WisDOT, the Wisconsin Department of Natural Resources (DNR), the Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (USEPA), the U.S. Fish and Wildlife Service (USFWS), the National Park Service (NPS), and The Nature Conservancy (TNC). The agreement includes commitments and timeframes for Highway 12 improvements in Dane and Sauk Counties, protection of the Baraboo Range National Natural Landmark, farmland preservation and other natural resource protection. Specifically, the parties agreed to the following transportation system improvements:

- “WisDOT and FHWA may proceed with a phased construction of a modified four-lane USH 12 in Dane County [between Middleton and Sauk City]...”
- “WisDOT will not initiate construction of a USH 12 bypass of the Village of West Baraboo between Terrytown Road and Point of Rocks before 2015.”
- “WisDOT will not propose construction of a USH 12 bypass of Sauk City before 2020.”
- “WisDOT will exercise its authority to control and reduce access points along USH 12...”

The parties also agreed to the following:

- The creation of two funds “to provide long-term protection of the nationally significant natural resources in the Baraboo Range National Natural Landmark (BRNNL) which may be impacted from the USH 12 project.” The BRNNL Protection Fund “will contain \$5 million paid by WisDOT from state/federal transportation monies.” The Special BRNNL Stewardship Fund “will contain up to \$5 million of additional Stewardship Capital Fund dollars but will require a dollar-for-dollar federal/local/private non-transportation fund match...”
- Funding of \$250,000 each for Dane County and Sauk County for local planning assistance for “the towns, cities, and villages along the USH 12 corridor to use as they see appropriate to address growth-related issues.” This is the funding source for this *Highway 12 Corridor Growth Management Plan* and future implementation projects to be determined.
- The creation of the Sauk County Fund in which “WisDOT agrees to provide up to \$250,000 over a five year period in state/federal transportation monies to be used to establish and fund a program to purchase lands, scenic/conservation/agricultural easements and/or development rights from willing sellers in Sauk County outside of the BRNNL.”

g) Baraboo Range Protection Program

The County created the Baraboo Range Protection Program (BRPP), a component of the Sauk County Protection Program (SCPP), to use state/federal monies and local matches provided under the *MOA*, described above. The BRPP reimburses eligible participants for costs associated with the purchase of land or development rights of properties with substantially undisturbed forested land. Protection must be permanent. Eligible land or development rights purchasers include the Sauk County government, any Sauk County town government within the BRNNL, any nonprofit conservation organization, and State and Federal agencies. The Sauk County Baraboo Range Commission, a special committee of the Sauk County Board of Supervisors, administers the program.

h) Sauk County 20/20 Development Plan (1999)

In 1998, the Sauk County Board of Supervisors adopted the *Sauk County 20/20 Development Plan*. The *Development Plan* is a policy document that presents vision statements, goals, and policies on six major planning issues: community change, economic development, farmland preservation, housing, natural resources, and transportation. By design, the *Sauk County 20/20 Development Plan* does not contain a county future land use plan map. It is envisioned that the individual town plans and other land use plan maps will comprise the various implementation chapters of the *County Plan*. The *Plan* also recommends that the County prepare comprehensive rewrites of its Zoning Ordinance and Land Division and Subdivision Ordinance to reflect the values of the *20/20 Plan*. It also recommends that the County study innovative land use approaches such as purchase of development rights (PDR), transfer of development rights (TDR), cluster subdivision design, and density-based zoning as ways to preserve farmland and natural resource areas while respecting private property rights. Finally, the *Plan* recommends that the County adopt an erosion control/storm water management program, a groundwater protection program, and a highway access control ordinance.

2. Plans for Communities in the Detailed Planning Area

The following are summaries of plans that were generally prepared by cities, villages, and towns along Highway 12 in Sauk County.

a) Sauk Prairie Comprehensive Plan (August, 1995)

In 1995 a joint planning committee representing the Villages of Sauk City and Prairie du Sac prepared the *Sauk Prairie Comprehensive Plan*, which includes numerous recommendations for the Highway 12 corridor. Both communities intend to grow to the west. In addition to recommended residential infill and riverfront housing development within the villages, approximately 680 acres west of Lueders Road, near the current western edge of the villages, is identified for future residential development (See Map 9).

Phillips Boulevard (Highway 12 through the Village of Sauk City) is identified as the primary development corridor for retail business dependent on high traffic volumes and visibility. The *Plan* recommends that Phillips Boulevard be reconstructed with curb, gutter, sidewalks, limited access, and shared drives. Existing highway commercial development at the Highway 12/Highway PF and Highway 12/Highway 60 intersections is recommended to remain. In these areas it is recommended that billboards be prohibited and signs be limited in size and height. The *Plan* recommends a 50-foot setback from the Highway 12 right-of-way line for new development to allow for future highway expansion.

The *Plan* anticipates the long-term need to expand both industrial parks. Approximately 60 acres west of Lueders Road and south of Highway 12 are reserved for expansion of the Sauk City Industrial Park. In addition, approximately 10 acres are reserved for long-term expansion north of the Prairie du Sac Industrial Park, on the Village's northern edge.

The *Plan* designates the River Road corridor, running east-west to the south of Sauk City, as the preferred southern Highway 12 bypass for the Sauk Prairie area. As development occurs on the west side of Sauk City, Kennedy Street and Caroline Street are recommended to be extended to west of Lueders Road to serve as parallel routes to the existing Highway 12 alignment. The *Plan* also advises a future "west side arterial" road that would run north-south west of Lueders Road.

b) Village of Sauk City, Village of Prairie du Sac, Town of Prairie du Sac Extraterritorial Plan Amendment (June, 1999)

In 1980, the Villages of Sauk City and Prairie du Sac and the Town of Prairie du Sac adopted a joint planning district called an extraterritorial review area. Two extraterritorial review committees were created and prepared an extraterritorial plan and extraterritorial zoning ordinance. The intent of the 1999 amendment was to update that 1980 plan. There are four zoning districts within the

extraterritorial area: Agricultural Preservation (not expected to develop within the next 20 years), Agricultural Holding (expected to develop within 10 to 20 years), Agricultural Transition (expected to develop within 5 to 10 years), and Rural Airport Related District. Single-Family dwellings with a 35-acre minimum lot size are allowed within the Agricultural Preservation District. More intensive, non-agricultural uses are not intended to be allowed within any part of the extraterritorial area unless annexed to one of the adjacent villages and rezoned.

c) Town of Prairie du Sac Master Plan Update (November, 1999)

The goal of the *Town of Prairie du Sac Master Plan Update* is to “preserve agricultural land, protect farm operations, and maintain the rural character of the township.” The *Plan* includes four land use categories: Natural Resources (floodplains, wetlands, slopes over 12%), Agricultural Preservation (prime soils and existing agricultural uses), Rural Residential (existing residential areas), and Quarry. The Natural Resource areas are generally located in the southern portion of the Town and along the creeks. Five areas of existing Residential Development are identified on the *Land Use Plan Map*, including Harlow Acres, Rahl Road, Pine Acres, the area near the intersection of Highway 60/Old Bluff Trail, and an area along Sauk Prairie Road west of Highway 12. The Town does not intend to allow new residential subdivisions or commercial/industrial uses in any other areas. Instead, these types of development are directed to locate in the Villages of Prairie du Sac or Sauk City or within parts of the joint extraterritorial area once annexed. The rest of the Town is recommended for preservation with a minimum lot size of 35 acres.

d) Town of Sumpter “Smart Growth” Comprehensive Plan (February, 2003)

In February 2003, the Town of Sumpter adopted a Comprehensive Plan compliant with the State’s new “Smart Growth” law. Four growth areas are identified in the plan. The largest growth area is directly west of existing mix of mobile homes and highway commercial development in the hamlet of Bluffview. This area is served by a public sewer system. The second growth area is also located along Highway 12, just north of Kings Corner Road, west of the hamlet of New Haven. The third growth area is west of existing single-family development located south of Highway C at the curve of Highway 12, also known as Maple Park. The final growth area, known as Gruber’s Grove, is located in the southeast corner of the town along Highway 78 between the Badger Army Ammunition Plant and the Wisconsin River. Much of the eastern portion of the Town of Sumpter is within the Badger Army Ammunition Plant and Devil’s Lake State Park. The rest of the Town is recommended for agricultural preservation. Within these areas, the Town is recommending a density-based zoning approach allowing the created of smaller lots (1 to 5 acres) at a maximum density of one dwelling unit per 35 acres.

e) Final Report on the work of the Badger Reuse Committee including Values, Criteria, and Concept Plan Map for the Reuse of The Badger Army Ammunition Plant Property (March, 2001)

The Badger Army Ammunition Plant (BAAP) occupies 7,354 acres in the Towns of Sumpter and Merrimac. The plant was constructed in 1942 and provided ammunition for World War II and the Korean and Vietnam Wars. In 1997 the U.S. Army declared the Plant “excess,” no longer needing it for military purposes.

The Badger Reuse Committee was created in 2000 to develop “a common vision for the reuse of the Badger property that can be meaningfully considered and realistically implemented by the appropriate local, state, and federal agencies.” The Committee defined nine key values and specific criteria, which were used to evaluate the 25 proposals from various parties interested in future uses of the Badger property.

The resulting *Desired Future Land Use Concept for Badger Map* recommends the following uses for the property. The southern third of the property is proposed for conservation/restoration and agriculture uses, including prairie restoration, agricultural research, cropland, and managed grazing.

The central portion is proposed for restoration and conservation, including prairie, savanna, woodland, and wetland restoration, and nurseries. The northern third is planned for recreation and cultural use, including recreational trails, memorials, and managed hunting. A small area at the main entrance along Highway 12 has been reserved for educational and support facilities, including a museum and archives, administration buildings, and a multi-use educational facility. The *Concept Map* also includes a public and wildlife land link on the eastern portion of the property to connect the Baraboo Hills to the Wisconsin River.

The Committee also evaluated several scenarios for future ownership of the Badger property, but was unable to reach consensus on a single recommendation. They were, however, able to rank the scenarios based on the scenarios' perceived capacity to support the Committee's values and criteria. The highest ranking scenario was single ownership by the State of Wisconsin; the second multiple ownership by the State of Wisconsin, U.S. Department of Agriculture/Dairy Forage Research Center, and the Ho-Chunk Nation/U.S. Bureau of Indian Affairs.

f) City of Baraboo Master Plan Update (May, 1992) and City of Baraboo Industrial Development Areas Plan (October, 1999)

The *City of Baraboo Master Plan Update* anticipates low-density residential growth north of the City over the next 20 years, extending from a ¼ mile east of Highway T west to Highway 12. The *Plan* envisions that this development would take place using public sewer and water services at densities ranging from 3 to 6 units per acre. The *Plan* also includes approximately 100 acres of medium- and high-density residential development located along Highway A north of the City. Additional areas of low-density residential growth are planned south of the City between Highway 12 and Highway 123. The *Plan* includes three main areas of highway commercial development: along Highway 33 east of the City, along South Boulevard (Highway W) at its intersection with Highway 12, and along Highway 12 between Highway W and the Baraboo River. Land west of Highway 12, between Skillet Creek and the Baraboo River is planned for new industrial development over the planning period.

The *Plan* also includes several transportation recommendations. Specifically, the *Plan* recommends that Highway 12 be expanded to four lanes within the existing right-of-way. It also recommends that access to Highway 12 be limited to public roads; ideally, existing private access points should be eliminated as soon as possible. The *Plan* recommends that South Boulevard be upgraded to a four-lane arterial from Highway 12 to 8th Street to serve as a major link between Highway 12 and the downtown. As development occurs on the east side of the City, the *Plan* recommends Highway 33 be upgraded to a 4-lane facility with access points limited to public roads. The *Plan* also recommends the relocation of Highway 113 to the east, with an extension north to Highway 33. Two new major collectors are also recommended to serve the new development north and south of the City. The north collector extends from Highway T west to Highway 12. The south collector extends from Highway 113, south of the Baraboo River, west to Highway 12. Minor collectors are also recommended to connect the existing street system within the City to these two new major collectors.

The *Industrial Development Areas Plan* is intended as a detailed supplemental update to the *City of Baraboo Master Plan Update* to provide a long-range non-residential development strategy. The *Plan* recommends a mix of Planned Business, Office and Industrial uses in an area bounded by the Baraboo River to the north, the proposed Highway 12 bypass to the west and the proposed extension of Mine Road to the south. Specifically, Planned Business uses are proposed for infill development on the east side of Highway 12 between Highway W and the Baraboo River. Planned Business uses are also proposed along Highway 12 south of Highway W, north of the proposed extension of Mine Road. Two areas of Planned Office uses are recommended: the first along the east side of the proposed Highway 12 bypass; the second, just south of the Baraboo River between existing Highway 12 and the proposed bypass. An area of Planned Industrial use is also recommended north of Highway W and east of a frontage road along the proposed Highway 12 bypass.

The east side planning area within the *Industrial Development Areas Plan* includes lands ¼-mile deep on either side of Highway 33 and extends for three quarters of a mile east of the City. The area is planned for a mix of office and industrial development. Office development is recommended as an east entrance to the City along Highway 33 and at the intersections of Highway 33 with proposed collector routes to serve this area. Industrial development is planned for the rest of this approximately 600-acre planning area.

g) Baraboo Rapids Strategic Plan (2001)

In 2001, Citizens for Waterfront Revitalization (CWR) prepared the Baraboo Rapids Strategic Plan to protect, enhance, and revitalize the Baraboo Rapids corridor. The Plan identified redevelopment opportunities within seven different districts along the river. Along Highway 12, the plan identifies the former Wal-Mart site in the Village of West Baraboo as a potential redevelopment site for river-related uses and access. In addition to wayfinding signage, the plan also recommends a sign or entry feature at the Highway 12-Linn Street intersection to promote the river. The plan makes several recommendations for recreational opportunities along the Baraboo River. The plan also places an emphasis on revitalizing lands within the downtown, the Water Street area and within the Circus World Museum properties to provide a coordinated theme and marketing approach for the area.

h) Village of West Baraboo Comprehensive Plan (September, 1995)

The *Village of West Baraboo Comprehensive Plan* outlines several goals and objectives to address land use and transportation issues within the Highway 12 corridor. Specifically, the *Plan* recommends the addition of bicycle/pedestrian paths along Highway 12 and Highway 33; the provision of safe crossings at the Highway 12/33 intersection; the adoption of an overlay zoning ordinance that limits access along Highway 12 and Highway 33; and the provision of alternate vehicular, bicycle and pedestrian routes throughout the Village. The *Plan* also recommends that the Village work with business owners to limit the need for a Highway 12 bypass. If such a bypass should occur, the *Plan* indicates that the Village intends to continue to promote existing Highway 12 as a commercial corridor. The *Plan* does not include a land use plan map.

i) Village of West Baraboo Extraterritorial Land Use Plan (June, 1996)

In 1996 the Village of West Baraboo and the Town of Baraboo formed a Joint Extraterritorial Land Use Planning Committee and established a planning area that extends 1-½ miles from the Village's corporate boundary. The *Plan* reiterates the Village of West Baraboo's desire that improvements to Highway 12 be made on the existing alignment instead of a bypass. Proposed commercial areas include the north side of Highway 136 for about ½ mile west of the Village, both sides of Highway 12 north of the Village, both sides of Highway 12 south of the Village and north of the City of Baraboo to the edge of the planning area, the northeast quadrant of the intersection of Hatchery Road and Lover's Lane, and the southwest side of Terrytown Road near its intersection with Cornfield Road. The seven general areas identified for future residential development include: an area between the Village of West Baraboo and Goerks Road east of Highway 12, northeast of the Village generally between Highway 136 and Terrytown Road, south of the Baraboo River north of Carpenter Street, the Raven Crest Drive area, the south side of Hatchery Road at its intersection with Lover's Lane, along Old Highway 33, and the north side of Terrytown Road just west of Highway 12.

j) Town of Baraboo Development Plan (August, 1998)

The *Town of Baraboo Development Plan* identifies recommended areas for development and preservation. Generally, land north of the City of Baraboo to Goerks Road, between Terrytown Road and the eastern edge of the town, is identified for rural residential development on private on-site waste disposal systems with lots of at least 1 ½ acres in area. The *Plan* also recommends rural residential development generally east of Highway 123, between the City of Baraboo and Devil's Lake State Park. Areas for new commercial development are located along Highway 12, north of the Village of West Baraboo. The *Plan* identifies various locations for planned recreational-commercial

development along Highways 159 and 123 near Devil's Lake State Park. Most of the remainder of the Town is recommended for long-term farmland preservation. The *Plan* does anticipate a possible future need for multi-family housing, but restricts this type of development to Sanitary District #1, located south of the City of Baraboo, or any future Sanitary District within the town. The *Plan* does not anticipate or plan for a potential bypass of the Village of West Baraboo.

k) Town of Delton Development Plan (April, 1982)

The goal of the *Town of Delton Development Plan* is to “preserve agricultural land and wildlife habitat as well as to provide for future development.” Residential development is recommended to be clustered. Multi-family residential, commercial, and industrial uses are encouraged to locate near existing incorporated areas to minimize conflicts with agricultural uses. The *Town of Delton Development Plan* is a policy plan, which does not include a recommended land use plan map. The *Plan* did not anticipate the emergence of the Ho-Chunk Casino and related development.

l) Interstate 90/94 – U.S. Hwy 12 Interchange Land Use and Traffic Circulation Study: Village of Lake Delton, Wisconsin (April, 1991)

This Village study focused on the area approximately 1-mile around the I-90/94-USH 12 interchange. A mix of commercial, industrial, and residential development is recommended for the northeast quadrant of the interchange. The commercial development is proposed to be located at the interchange and along Highway 12 north of the interstate. East of the commercial development, a mix of commercial and industrial is recommended along Bunker Drive. The remaining land south of Hillman Road is planned for medium-density residential (4 to 8 dwelling units per acre).

The northwest quadrant of the interchange is also planned for a mix of commercial, industrial and residential development. The commercial development is to be located at the interchange, north along Highway 12, and west and north of the former Wisconsin Dells Greyhound Race Track. A small area of industrial development is planned for the north central portion of the quadrant along Progressive Drive. The western third of the quadrant, bounded by Ishnala Road, is planned for medium-density residential (4 to 8 dwelling units per acre).

The southwest quadrant of the interchange is planned for a mix of commercial-recreation and residential development. The proposed commercial-recreation development is located at the interchange and south along Highway 12. The remainder of the quadrant is planned for low-density residential uses (2 to 4 dwelling units per acre).

The southeast quadrant is planned for a mix of commercial-recreation, industrial, and residential development. The planned commercial-recreation area is located at the interchange and south along Highway 12. Planned industrial development is located between the Interstate and Moon Road, east of the commercial-recreation development. Lands south of Moon Road are planned for low-density residential development (2 to 4 dwelling units per acre).

The *Study* identifies a number of collector roads needed to serve the development. North of the Interstate, an extension of North Gasser Road east to Bunker Drive, an extension of Progressive Drive west to Ishnala Road, and a number of collector roads are proposed. South of the interstate a new loop road along Moon Road to serve the commercial and mixed-use areas east of Highway 12 and a road north of Fern Dell Road to serve the residential areas west of Highway 12 are proposed.

3. Plans for Communities in the General Planning Area

The following are summaries of plans that were generally prepared for the towns within the General Planning Area (see Map 9).

a) Town of Dellona Land Use Plan (April, 2000)

The *Town of Dellona Land Use Plan* is a policy document that outlines goals and objectives for development within the Town. Any new residential development is recommended to have a

minimum lot size of 5 acres and locate in areas where it will not interfere with agricultural operations. The Town does not intend to allow any new multi-family residences or new mobile homes, except within existing mobile home parks. The Town also intends to limit the amount of new commercial, commercial-recreation, and industrial development. The Town's plan does not include a planned land use map.

b) Town of Excelsior Development Plan (April, 1999)

The goal of the *Town of Excelsior Development Plan* is to “preserve and protect the town’s natural resources, scenic beauty and rural character, while maintaining and enhancing the town’s development opportunities, economy and agriculture for current and future residents.” Relatively small areas are recommended for residential development including: the Lake Virginia area, lands near the intersection of Highway 136 and Junction Road, lands north of Highway 23/33 and south of Reedsburg Road near Copper Creek and lands on the north side of Highway 136 at its intersection with Highway PF. Recommended commercial development is limited to two small areas north of Highway 23/33 near Lake Virginia and Copper Creek. The remaining lands within the Town are planned for Resource Conservancy-5 zoning, which allows one dwelling on parcels smaller than 5 acres which were lots of record at the time of district adoption. The Town also recognizes that the Village of North Freedom has identified lands along Highway I south of Highway 136 as a potential village expansion area.

c) Town of Freedom Land Use Plan (April, 1998)

The general development policy within the Town is “to guide and encourage development that contributes to the economy of the town without adversely affecting either the rural character or natural environment of the town.” Preservation of prime farmland and farm operations is encouraged. Major commercial/industrial developments are not advised to be permitted within the Town, and are instead directed to locate within the Village of North Freedom. With limitations in the prime agricultural area, single occupancy dwellings may be built throughout the Town. The *Town of Freedom Land Use Plan* is generally a policy plan intended to guide the Town Board when making rezoning decisions. The Land Use Committee was evenly split on its recommendation to the Town Board. Half recommended that the Town remain zoned as General Agriculture, with a possible increase in minimum lot size above the current ½ acre. The other half recommended the Town be rezoned using four different Sauk County Zoning Districts (Exclusive Agriculture, Resource Conservancy-35, Resource Conservancy-5, and Single Family), with approximately 86% of the Town within the Exclusive Agriculture or Resource Conservancy-35 districts.

d) Town of Honey Creek Land Use Plan (September, 1999)

The *Town of Honey Creek Land Use Plan* updates the Town’s *1987 Development Plan*. In 1987, the Town also adopted Exclusive Agricultural zoning, restricting non-farm development to parcels larger than 35 acres. A number of smaller lots are technically available for non-farm development because they were legally subdivided prior to the adoption of the Exclusive Agricultural zoning. Proposed development within the Town of Honey Creek is recommended to be limited within the development districts near the historic hamlets of Leland and Denzer or adjacent to existing small clusters of residential development. The *Plan* recommends defining “buildable lots” in rural areas as lots of 35 acres or more. The rest of the Town is recommended for exclusive agricultural zoning with minimum residential lot sizes of 80 acres. The Town plan also expresses interest in working with Sauk County to develop a Transfer of Development Rights program to protect critical resources.

e) Town of Troy Development Plan (September, 1986)

The goal of the *Town of Troy Development Plan* is to “preserve agricultural land and protect farm operations as well as environmentally sensitive areas.” Although the *Plan* does not include a development plan map, it recommends that residential development be limited to structures that serve owners and employees of farm operations and lots of record that are less than 35 acres at the

time of plan adoption. It also restricts all commercial and industrial development to agriculturally related business. The *Plan* recommends zoning the entire township for exclusive agricultural use under the Sauk County Zoning Ordinance.

f) Town of Fairfield Development Plan (1993)

The goal of the *Town of Fairfield Development Plan* is to “preserve the overall beauty and resources of the Town, preserve agricultural land, protect farm operations, ensure the orderly growth of a single-family residential pattern and promote land use development consistent with community character.” Commercial and industrial development is encouraged to locate near cities to minimize conflicts with agricultural uses. Large areas of residential development are recommended along Leech Creek in the southwest areas of the township and along Highway U in the northeast portion of the Town (See Map 9). The remainder of the Town is recommended for agricultural preservation.

g) Town of Greenfield Land Use Plan (November, 1995)

The goal of the *Town of Greenfield Land Use Plan* is to maintain and manage the “overall economic resources and scenic character of the township, while retaining its rural agrarian atmosphere.” The Town is located directly east of the City of Baraboo. New commercial, industrial, and residential development is generally encouraged to locate adjacent to the City of Baraboo and be served by public utilities. The *Town of Greenfield Land Use Plan Map* includes seven land use categories: floodplain/wetland, bluff vista conservation (steep slopes and visible bluffs), prime farmland (Class I, II, and III soils), general agriculture (Class IV soils), public property, small lot residential (land zoned for residential subdivision at time of plan adoption), and tourism commercial (land zoned for commercial-recreation at time of plan adoption). There are three areas mapped for small lot residential development: north of Devil’s Lake State Park between Neuman Road and Highway W, east of Devil’s Lake State Park on the north side of Tower Road, and on the north side of Man Mound Road between Highway T and Rocky Point Road. One area of “tourism commercial” development is located on the south side of Luebke Road on the east Town line.

h) Town of Merrimac Development Plan (January, 1993)

Much of the western portion of the Town of Merrimac is within the Badger Army Ammunition Plant and Devil’s Lake State Park. Most of the central portion of the Town is recommended to remain in long-term agricultural preservation. Lands east of Devil’s Lake State Park and north of Highway DL, near Devil’s Head Resort, are proposed for recreation-commercial development. Lands south and east of Highway 78 along the Wisconsin River/Lake Wisconsin are proposed for rural residential development. The remaining areas of the Town are recommended for agricultural preservation.

4. Potential Differences between Adopted Plans

Map 9 is a composite of the various comprehensive plans, land use plans, and transportation plans in the Study Area. In general, there is agreement among the plans, particularly south of the Baraboo Range. In some cases, the plans of different units of government are different for the same geographical area. This is particularly true in the Baraboo area. In many cases, this may be a result of different plans being prepared in different timeframes. In other cases, these differences may reflect actual policy differences between different governments. One major objective of the *Highway 12 Corridor Growth Management Plan* is to suggest strategies, techniques, and possible areas of common ground to resolve these differences.

Map 9: Composite Adopted Plans



